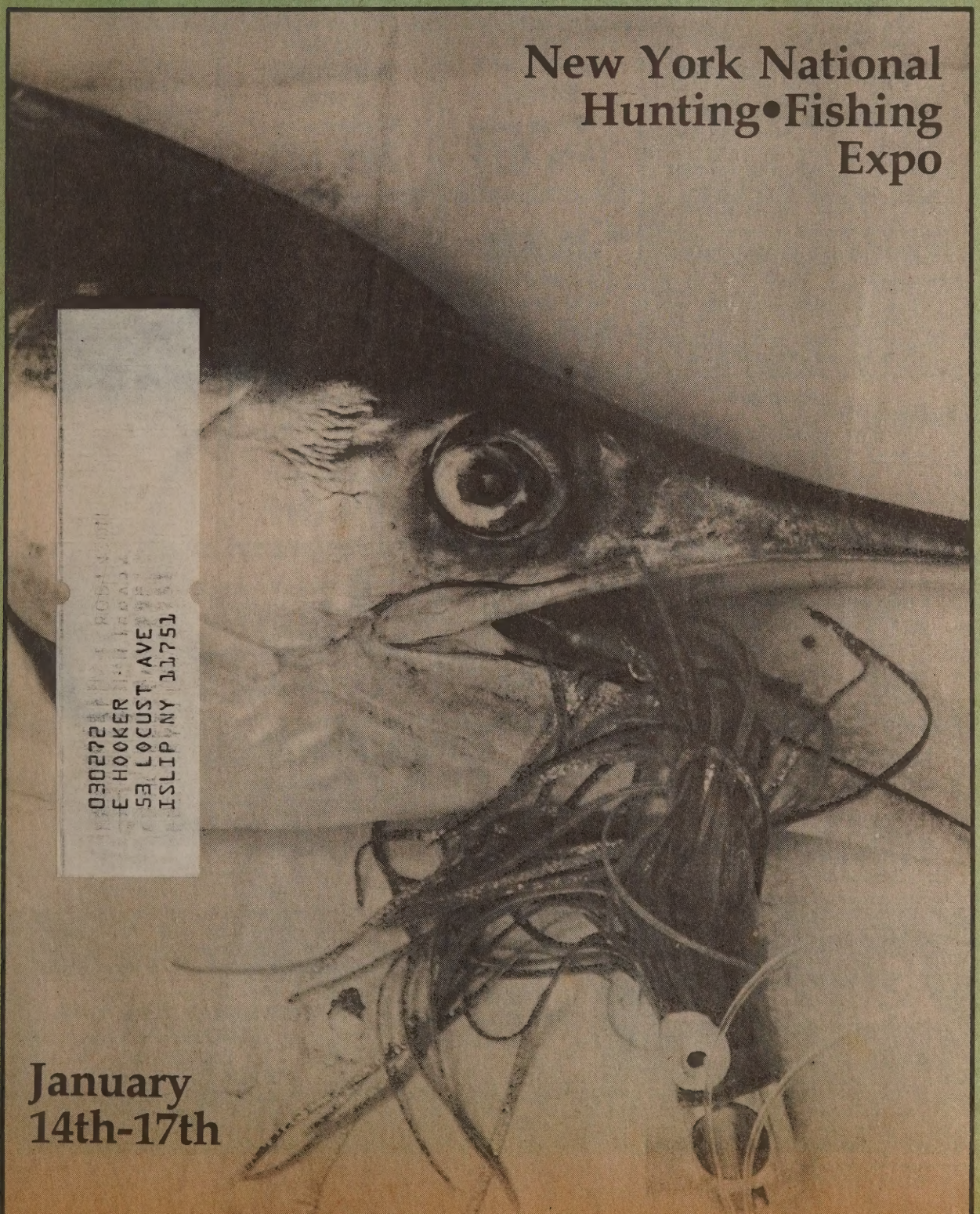
January 14th–20th, 1988, No. 2 75¢

THE Fisherman

Long Island, Metropolitan New York Edition



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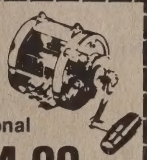

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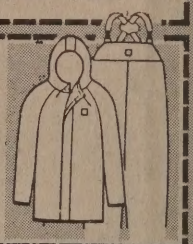

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THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 23, Number 2 January 14th, 1988

FEATURES:

UPDATE: BILLFISH
By Dick Russell 22
DIESEL OR GAS
By Pete Barrett 24
ELECTRONICS: LORAN
Part Two – By Al Ristori 26
TRAVEL LOG: TURKS & CAICOS ISLANDS
By McKain 28
1987 LOOKING BACK: FRESHWATER REVEIW
By Tom Schlichter 30
1988 FISHING BOAT LINEUP
Part Two – By John N. Raguso 32
BUGGY REPAIR: BODY WORK
Part One – By William A. Muller 36
FISHING VIDEOS: DO IT YOURSELF
By Keith Walters 38
THE FINISHING TOUCH
By C. Boyd Pfieffer 40
THE ANGLING GAME
By Matt Ahern 43

DEPARTMENTS:

PASS IT ON 6
BOATS FOR ANGLERS 14
PRODUCT REVIEW 16
THE TACKLE DOCTOR 18
DOCK LINES 20
FISHING REPORTS 44
HIGH TIDE TABLES 48
THE FISHERMAN'S CLASSIFIED 57

ABOUT THE COVER:

Billfish season may still be a long way off but there are management plans underway now that could be in effect by the summer. For an update, see page 22.
If your looking to shake the winter blahs, the New York National Hunting & Fishing Expo will be camped at it's new home, SUNY at Old Westbury, through the weekend.

DON'T FORGET!
Our Rod & Reel Repair Service Is:
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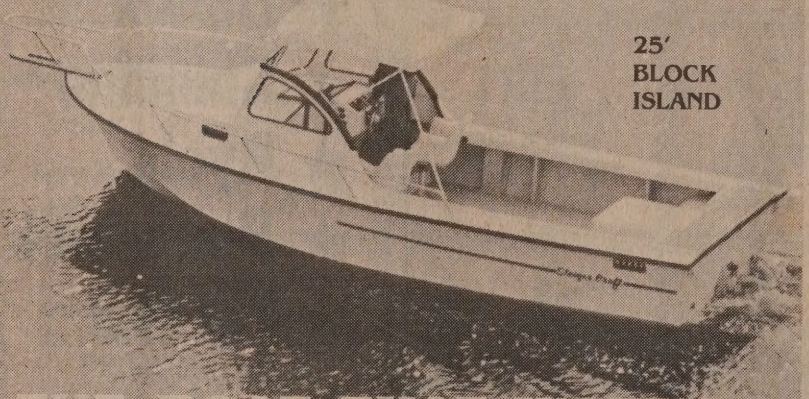

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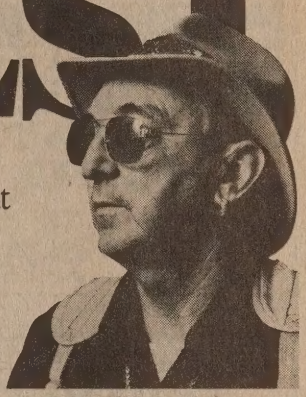
THE BIGGEST

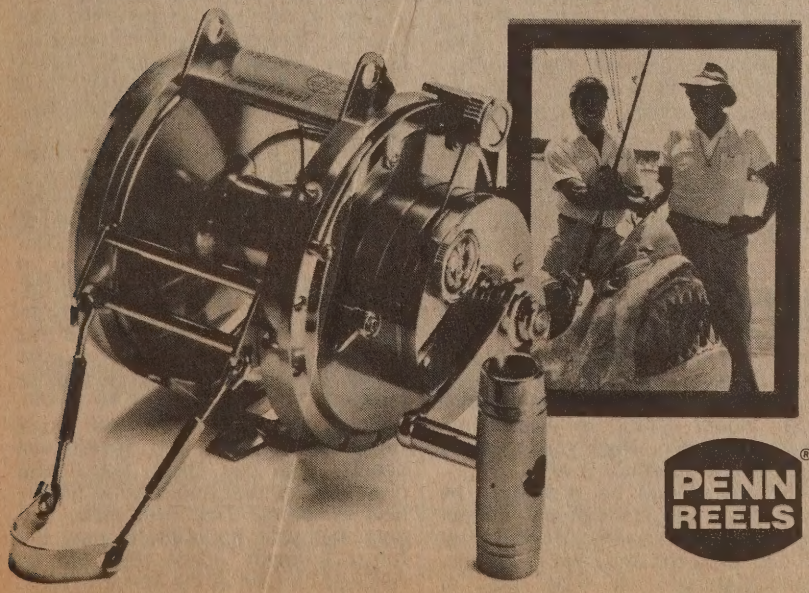
It was 3,427 pounds of teeth, muscle and fins, the largest fish ever taken on rod and reel. The truck-sized great white shark inhaled a chunk of butterfish on August 6, 1986. And for more than two hours this Moby Dick with teeth thoroughly tested Captain Frank Mundus, angler Donnie Braddick and their tackle before finally being brought to gaff.

THE BOLDEST



Captain Frank Mundus is no stranger to huge great whites. It was Mundus and his sharkbusting exploits aboard the "Cricket II" that spawned the character Quint in the film "Jaws." The legendary skipper spotted the monster shark feeding on a dead whale 25 miles off Montauk Point, NY. Mundus' reel-of-choice for this, the ultimate shark fight, was the Penn International® 130.

THE BEST



Mundus depended on the International® 130 for its durability and superior drag system. Never did the captain worry the reel might bind up or fail from the incredible stress.

Whether chasing giant sharks or six-inch brook trout, Penn makes the tackle to match the game. In the words of Frank Mundus: "Penn is the best you can buy."

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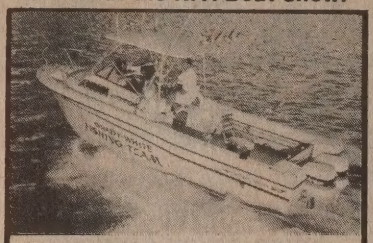

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Pass It On

RISTORI'S SHARK FISHING VIDEO NOW AVAILABLE

Those interested in getting started in big game fishing can ease their way into the sport by obtaining Al Ristori's *Sharking: The Poor Man's Big Game Fishing*. This isn't an "action" video, but one which provides all the basics of shark fishing. Ristori goes over some of his own favorite methods and then accompanies Captain Greg Venturo, a veteran Jersey shark angler, offshore for some Metropolitan Area sharking. The one hour video from Modern Memories carries the novice all the way through from chumming, rigging and baiting to tagging, cleaning and preparing jaws.

Ristori is a shark angler of long-standing, having started on Long Island over two decades ago. He once held the New York State mako record with a 405 pounder caught from his Mako 21 off Montauk on a bluefish size boat rod and reel with 30 pound mono. Ristori serves as saltwater editor of The Star-Ledger and Fishing World, Metropolitan Editor of Salt Water Sportsman, Executive Director of the Atlantic Professional Boatman's Association, and is a frequent contributor to The Fisherman.

Sharking: The Poor Man's Big Game Fishing retails for $39.95 and can be obtained at some tackle shops or directly from Modern Memories, 350 Douglas Rd., Roselle, NJ 07203; (201) 241-6718. Add $2.50 for shipping.

SEA ISLE SPORTS CENTER'S 25TH ANNIVERSARY RAFFLE

To celebrate Sea Isle Sports Center's 25th anniversary as Custom Rod builders, we are conducting a raffle for $2000 in Sea Isle merchandise. This raffle will be open to anyone who purchases a Sea Isle Custom Rod in 1988.

BOATING SKILLS AND SEAMANSHIP COURSE

A 15 week lesson course in Boating Skills and Seamanship will be given by Flotilla 11-04 of the U.S. Coast Guard Auxiliary.

Classes and registration, 7:30 to 10PM, Tuesday evening, February 2nd, Sheepshead Bay at Kingsborough Community College, Science Bldg. Room S163, in Manhattan Beach, Brooklyn, New York, located at the end of Oriental Blvd.

The course will be presented by experienced USCG Auxiliary instructors, using the Auxiliary's highly acclaimed text book and related instructional materials. A wide area of subjects will be covered, including: boating language, boat handling, rules of the road, legal requirements, use of charts, piloting, marine engines, weather, safety, aids to navigation, marlinspike, sailing, radio telephone and more.

The lessons are designed for beginning and intermediate levels and family participation is encouraged. The course is offered free, with a nominal fee for the text and materials. Upon successful completion of the course, registrants will receive a handsome certificate from the U.S. Coast Guard Auxiliary.

For further information, call Dr. Zimmerman, of Flotilla 11-04 at (718) 332-5447.

WRECK VALLEY VIDEO AVAILABLE

Aqua Explorers Inc. would like to announce the exciting new release of our first underwater video titled "Wreck Valley Video Vol. #1." This video is not only an introduction to our upcoming video series, but also a new way to view the wonders of "Wreck Valley."

Dan Berg, author of the books Wreck Valley and Shore Diver and Captain Steve Bielenda of the research vessel Wahoo have filmed, edited and produced this truly unique look at diving in the cold waters of New York and New Jersey. Volume #1 consists of an interesting yet condensed view of six shipwrecks. In addition to beautiful underwater footage of each wreck, we have also touched upon the history of each wreck, types of artifacts to be found and view the abundant amount of marine life. Wrecks covered in Volume #1 are the Cunard Steamship Oregon, Inland Freighter Kenosha, German Submarine U-853, G&D, Prohibition Rumrunner Lizzie D, and the WW I Armored Cruiser USS San Diego.

Join Dan and Steve as they catch lobsters on the Kenosha, recover prohibition whiskey bottles from a rumrunner, or penetrate the San Diego to raise a bronze-capped gunpowder canister. Marvel at the variety of marine life, or the sometimes unbelievable water clarity. We're confident that everyone will agree that this must be the best way to show your non-diving friends just what they're missing.

Berg and Bielenda have truly captured on tape the mysterious beauty that has been fascinating divers, fishermen and marine historians for years. This first video will only wet your appetite to view the future in-depth videos that will be released on each of the above wrecks.

To order your copy of this special limited edition, introductory video

The best time to catch a Grady-White is early in the season.

Every day you wait to buy a Grady-White is a day you could have been fishing it.

So, the best time to see your Grady-White dealer is today. He has a full line of hand-laid, foam-filled, limited production Grady-Whites that can be ready for that first spring day when the fishing won't wait.

Catch the Grady-White you've always wanted early this season. Because once the fish start moving in, the Grady-Whites start moving fast.

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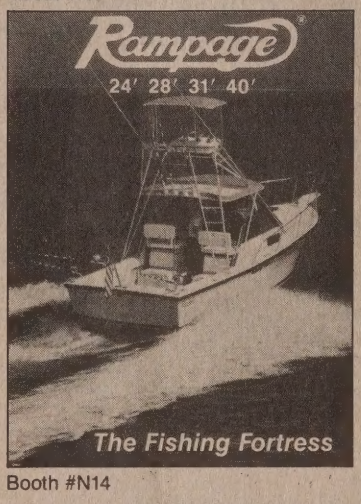

Booth #N14

Booth #N6

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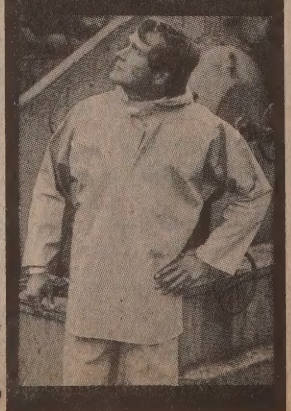

send $39.95 to Aqua Explorers Inc. Prices includes P&H: 22 Maiden Lane, Lynbrook, NY 11563.

For further information on Long Island's shipwrecks please refer to Wreck Valley: a record of shipwrecks off Long Island's South Shore. Copies are available for $10.95 + $2 P&H.

FREE BOATING COURSE

The Cross County Power Squadron is offering its free Public Boating Course at Lincoln High School on Kneeland Avenue in Yonkers. There will be 12, two hour classes starting on Wednesday, January 13th at 7:30PM. The course is open to anyone interested in learning how to handle a power or sailboat, read charts and use navigational aids. Rules of the road and safety in boating are also covered. There is a nominal charge for course materials.

For additional information, call Lt. Marie Warner at (212) 324-8213.

NAVIGATION AND SAFE BOATING COURSE IN BROOKLYN

The U.S. Coast Guard Auxiliary, Sheepshead Bay Flotilla 11-6 will present a 14-week navigation and safe boating course beginning on January 14th in Building 272 at Gateway National Park, Floyd Bennett Field. The class will meet promptly each Thursday evening at 8PM till 10PM.

The course will cover boating skills and seamanship, radiotelephone, weather, marine engines, chart reading and other skills. There will also be lectures and demonstrations on coastal piloting, including Loran C.

The course is offered free to everyone. There is a nominal charge to cover the costs of text book, piloting tools, a chart and other hand-out materials pertaining to the subjects presented.

Upon successful completion of the course, an official certificate will be issued which may entitle the boat owner to a discount on his/her marine insurance.

To reserve your place in this course and for further information, call: Career Candidate Officer O. Muller at (718) 339-0026 between 9AM and 5PM; or Public Education Officer A. Goldstein between 6:30PM and 10PM at (718) 646-7813.

BOATING SKILLS COURSE IN BABYLON

Flotilla 1-1 of the U.S. Coast Guard Auxiliary has announced that once again they will offer their public education class Boating Skills and Seamanship.

This is the longest and most practical of the Auxiliary program. This 13 week course takes the student from the language of boating, marine engines, rules of the road, piloting/charting, to a practical discussion of weather.

Each lesson is two hours in duration. The course will commence on Tuesday, January 19th and will be held at the Babylon High School, which is located on Carll Avenue. A

Add Depth to Your Sportfishing

The ancient sailors marked their maps, "There be monsters here." And when you pair your rod with a Marlin series downrigger, you can be the one to prove them right. Marlins let you add depth to your sportfishing – controlled depth. With a Marlin, you can troll your bait or lure down where the fish are, to bring more of them back up.

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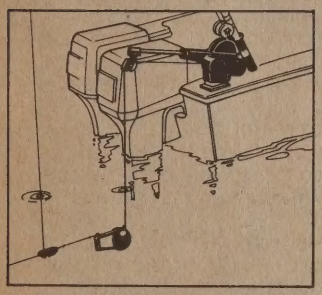
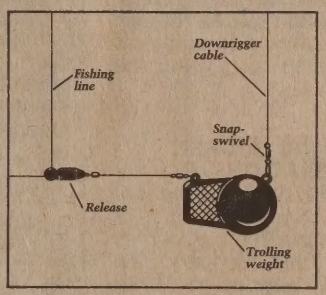
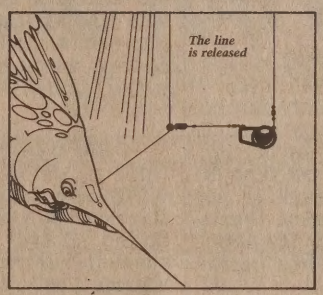


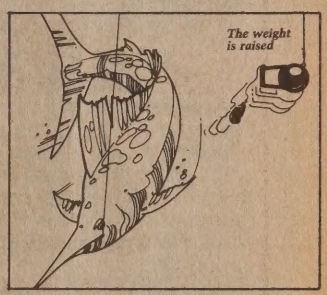
1. Pairing your rod with a Marlin series downrigger lets you easily control the depth at which you troll, to attract fish feeding below the surface.



2. You attach your line to the downrigger weight with a spring release, and your bait or lure trails behind, all at the depth you choose.



3. When a fish strikes, the force overcomes the spring tension of the release and separates the line from the downrigger weight.



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nominal fee of $25 will be charged for material which will be supplied to each student. At the conclusion of this course, all graduates will be given a certificate, which is supplied by the U.S. Coast Guard.

For more information, call Betty McEachen at 669-2842 after 6PM.

BOATING SKILLS COURSE IN BAY SHORE

The U.S. Coast Guard Auxiliary Flotilla 1-5 of Bay Shore, New York is proud to announce that once again it will offer its renowned Boating Skills and Seamanship course. Topics of interest will be legal requirements, boat handling, aids to navigation, piloting and much more. The course will be conducted at the Bay Shore Jr. High School located on Brook Avenue in Bay Shore. Registration will be held on Tuesday, February 2nd from 7:30PM to 8PM, with class to follow.

For more information, contact Public Education Officer Barbara Ungrady at 587-5135 or Public Affairs Officer Gene Capurso at 665-7366.

ADULT ED ROD BUILDING COURSE

A Beginner's Custom Fishing Rod Building Course is being offered at the Valley Stream Adult School starting Wednesday, February 3rd, from 8PM to 10PM. It will run for 10 weeks.

For further information, write or call: Valley Stream Adult School, Fletcher and Hendrickson Avenues, Valley Stream, NY 11582, (516) 561-7844 or (516) 561-8826 Ext. 360, Monday through Thursday, 7PM to 9PM.

SET AN ICE FISHING WORLD RECORD

A world record fish catch can be set by ice fishing, the same as one can set a record in open water fishing.

Ice fishing catches by pole/line or by the tipup method are qualified for record status by the National Freshwater Fishing Hall of Fame. The application and process is a free public service.

The Hall, a non-profit organization qualifies and keeps records of sport caught freshwater fish in four divisions: rod/reel, fly fishing, pole/line/no reel and ice fishing.

While rod/reel and fly rod catches are qualified in all tackle (heaviest of the species) and also by line classes (strength of line used) ice fishing catches are recognized only for the heaviest of a fish species caught by pole/line or tipup.

Recognition in the ice fishing division was initiated by the Fishing Hall of Fame in 1980. Since then, fish in several species have gained entry into the world book of records. Some of those are yet small enough to be easily beaten and several categories yet remain open or vacant waiting to be filled by ice fishing anglers.

Open categories yet remain for the following fish: rock bass, striped bass, white bass, hydrid bass, yellow bass, blue gill (tipup), bowfin (dogfish), buffalos, bullheads, carp (tipup), quillback, blue and flathead catfish, drum, grayling, muskie, white perch (tipup), redhorse, chinook salmon, sauger (pole/line),saugeye (pole/line), splake, lake sturgeon (tipup), sucker, pumpkinseed, brook trout (tipup), and tiger trout (hybrid).

The Hall publishes a world record book listing over 100 freshwater species and all the records in all divisions plus all USA State records.

For further information and free application forms, write or call: National Fishing Hall of Fame, Box 33, Hall of Fame Drive, Hayward, Wisconsin 54843; (715) 634-4440.

PUBLIC BOATING COURSE IN SEAFORD

The Jones Beach Power Squadron will hold registration for their Spring Public Boating Course on Wednesday, January 20th at the Seaford Junior High School between the hours of 7PM to 9PM. The school is located on Washington Avenue (north of Sunrise Highway) in Seaford.

The first class will start on Wednesday, January 27th, 7:30PM at the Seaford Junior High School.

The course will consist of piloting (charts), boat handling, marlinspike, equipment, regulations and safe operation, aids to navigation, weather and other related subjects.

All instruction is free, however, there is a nominal charge to cover course materials including a 150 page student text/workbook, chart and other materials.

This course is the best way to learn safe boating from highly experienced instructors and is offered to adults as well as teenagers; in fact, bring the whole family.

SAFE BOATING COURSE INFORMATION

The U.S. Coast Guard Auxiliary Division I will be conducting its 1988 Spring Public Education Courses starting in January and February. The courses will be conducted from Amityville to Sayville. Topics of interest will be boat handling, aids to navigation, rules of the road, legal requirements and much more. So don't let those winter blues get you down. Contact the Public Education Officer nearest you for a course in your area.

Flotilla 1-1, Babylon/Deer Park: Betty McEachen, 669-2842.

Flotilla 1-3, Islip/Oakdale/East Brentwood, Central Islip: Seymore Tauss, 669-3015.

Flotilla 1-4, Lindenhurst: Joseph Blanchard, 226-4684.

Flotilla 1-5, Bay Shore/West Islip; Brightwaters/West Brentwood: Barbara Ungrady, 587-5135.

Flotilla 1-6, Copaigue/Amityville, Farmingdale: William Heegan, 587-5427.

Flotilla 1-7, Sayville/Patchogue; Holtsville/Holbrook: Michael Dantona, 589-7491.

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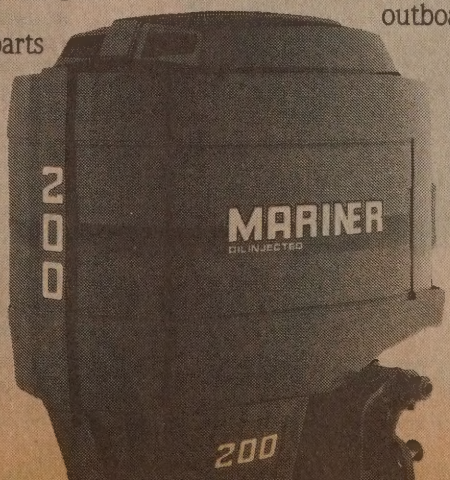

It's one thing to talk about corrosion protection. It's quite another thing to stand behind it. But Mariner does. With the only 3-year limited corrosion protection warranty in the industry.

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Against reels that don't have a STRIKE position. And that means every single star drag baitcasting reel and rear drag spinning reel ever made.

But what *is* STRIKE?

Believe it or not, you already know what it is. Because you've been setting your STRIKE ever since you first started using a baitcasting reel or a rear drag spinning reel.

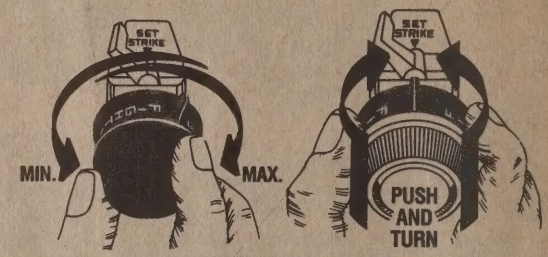
When you pull line off the spool, feeling for the correct tension as you turn the star knob or down to the star. You turn it to adjust the drag—and STRIKE is gone.

And that's how you *lose* the STRIKE you spent all that time finding. You can't get back to it without going through the whole process all over again. Yet you have no choice. Unless you want to quit fishing. Or fish with the drag or the rear drag knob, you're actually looking for STRIKE.

And every time you've said to yourself, "That feels about right," you've actually *found* STRIKE—the perfect place to fish whatever line test you're using.

But no sooner do you hook a fish than your hand drifts back to the rear drag set any old place.

FIGHTIN' STAR. A LEVEL OF DRAG PERFECTION THAT WILL OBSOLETE REAR DRAGS. With its adjustable STRIKE setting, you can now set a perfect drag for the line you're using, and then LOCK IT IN PERMANENTLY. And since Fightin' Star lets you see, HEAR and FEEL STRIKE, you can always find it again INSTANTLY—no matter how much you move your drag while fighting a fish. Why, you can even find it blindfolded.



Set your drag as you normally would with a rear drag spinning reel. When you find the drag setting you like, this is your STRIKE drag. To lock in STRIKE, simply push the Fightin' Star Ring in and turn it until the indicator lines up with the words "SET STRIKE." Release the ring and it snaps into place. STRIKE is now locked in your drag's memory. And once you've set your absolutely perfect STRIKE drag, you can always find it again INSTANTLY—no matter how much you move the rear drag knob while fighting a fish.

In fact, big game fishermen who leave nothing to chance, use lever drag reels almost exclusively—the most expensive reels made. They do that for one very good reason—these reels have STRIKE. The problem is, they have never been available in smaller sizes for most fishing.

Enter our incredible Fightin' Star™ reels. They're the *only* other reels in the world that come with a STRIKE position.

An innovation so revolutionary, it will make reels that don't have it OBSOLETE.

And transform millions of star drag and rear drag fishermen into Fightin' Star fishermen.

FIGHTIN' STAR SPINNING.

Now there *are* a few gizmos out there for you rear drag fishermen that pretend to address the problem of "accurately setting" your drag. But hear this: NONE OF THEM HAVE STRIKE. And without that, they are destined to remain just what they are.

Fightin' Star.™ With STRIKE.

Confusing, ineffective, fish-losing gizmos.

With Fightin' Star's adjustable STRIKE setting, on the other hand, you can now—for the first time ever with a rear drag spinning reel—set your perfect drag and then LOCK IT IN. PERMANENTLY.

So you can always find it again, *instantly.* While you're fighting a fish. Between fish. Between trips. *Or even in total darkness.*

Because Fightin' Star snaps firmly into STRIKE with a distinctive "click" that actually lets you *see* where STRIKE is, *feel* where it is, and *hear* where it is.

Which means that with Fightin' Star, drag mistakes are going to be as rare as 18-lb. largemouths. Because it's the closest thing to a fool-proof rear drag ever made.

And get this. There are a total of *eleven* Fightin' Star spinning reels to choose from, in our two most popular series—the Custom X SpeedMaster™ and MARK GT.

FIGHTIN' STAR BAITCASTING

With STRIKE, you now have the ability—for the first time ever with a baitcasting reel—to set the *absolutely perfect* drag for your line and then LOCK IT IN. PERMANENTLY.

No star drag baitcasting reel anywhere, at any time, has ever let you do *that.*

Oh, sure. They let you set the right drag *initially.*

But no sooner do you find it (or what *feels* like it), than you *lose* it. Because with star drag baitcasting reels, the instant you move the star to fight a fish, STRIKE *disappears.* And if you must find it again during the fight, you *can't.*

Then if you land that fish, you have to go through the whole process of re-setting your drag just so you can *lose* it again as soon as you hook another fish.

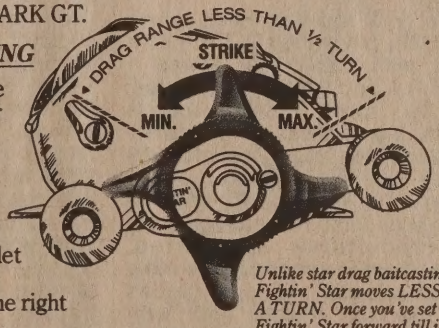
But that's *precisely* the problem Fightin' Star solves—once and for all. Because when you've set your STRIKE with Fightin' Star, *this* star will *always* snap firmly into place at *exactly* that setting, with a distinctive "click" you can both hear and feel.

So you can *always* find STRIKE *instantly,* no matter how much you move Fightin' Star while fighting a fish or between fish. In fact, you can even find it in total darkness.

All this is made possible by the fact that *Fightin' Star moves less than half a turn.* That's right, *less than half a turn.*

So unlike star drag baitcasting reels that let you turn the star round and round—and spin yourself out of control—*Fightin' Star is absolutely fool-proof.*

There just ain't no way you can *ever* make a drag mistake again. And Fightin' Star's unique pre-set drag programmer allows you to set the correct drag range for *any* line weight you choose.



Unlike star drag baitcasting reels, Fightin' Star moves LESS THAN HALF A TURN. Once you've set STRIKE, move Fightin' Star forward till it stops. That's an excellent maximum setting for your line. Move it back-ward till it stops. That's your minimum setting. It's virtually impossible to back off too far, or tighten down too much.

Best of all, Fightin' Star is available on our two most popular baitcasting reels—the Bantam® SpeedMaster™ and the Bantam® Black Magnum.® Which means there are a total of *six* Shimano Fightin' Star baitcasting reels to choose from.

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Isn't it about time you stopped making concessions to the fish? And started earning an honest day's catch for an honest day's fishing?

Then head down to your neighborhood Shimano dealers and exercise your right to STRIKE by casting your vote for a new Fightin' Star baitcasting or spinning reel from Shimano.

And the next time a big fish refuses to bargain in good faith, you'll know exactly what to do.

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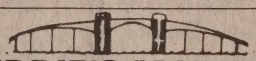

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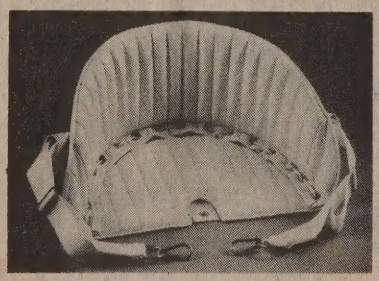

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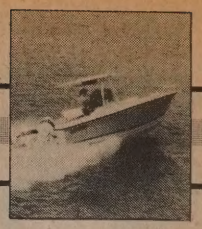

By Captain Greg Venturo

Oceanic 259 Open Fisherman

As mentioned in prior articles, the up and coming Oceanic Organization gives Hialeah, Florida yet another reason to be proud of their town. Manny Hernandez senior, junior, and family have developed a quality rep over the course of two decades while building hulls at Hialeah's "other" boat shop and now they're making a pretty good name for their own venture.

The 259 Open Fisherman is one of the new breed of center console cabin craft that's making a comeback after a 10 year absence in the marketplace. The advantages of this type of layout have always been desirable to most anglers, in that the CCC offers the 360 degree fishability of the more spartan center console, combined with the creature comforts of a small cuddy cabin up forward. The CCC normally comes with cuddy accoutrements like twin bunks, a Porta-Potti, rod storage in the form of horizontal racks, and some room to store tackle and other gear. But as the center console cabin layout presents some distinct advantages, it does so at the expense of losing tremendous amounts of cockpit space and easy access to the bow.

The folks at Oceanic have solved this problem, since their CCC offers a form of mini cabin that stores a modicum of equipment without taking up too much forward cockpit space in the process. The scaled-down cuddy in the Oceanic 259 measures just a shade over 50" in length by 82" in width by 43" deep, so the bunks and the rod storage have been predictably eliminated. However, there is ample space in this petite lockable cabin to house ground tackle like an anchor tub with substantial rode and chain, straight gaffs up to 6.5 feet long, fly gaff heads and tail ropes, chum buckets and cutting boards, life jackets, and the list goes on. There's a also sufficient space on the forepeak deck to employ as a bona fide casting platform when your fishing methods call for you to scan the horizon for birds or schooling fish. Access to this area is by means of a pair of 12 inch steps molded into the fiberglass liner on either side of the cabin's teak door. A one-piece stainless steel bowrail provides a measure of security when going forward topsides.

Moving out of the cabin, there is a below-deck fish box that's just aft of the teak entrance door, accessed by a flush mounted rectangular pop-up hatch. The dimensions of this bow measure 44'L x 29"W x 13"D, so it will hold a substantial part of your day's catch before you start searching for alternate cooler capacity. Shifting up to the forward section of the console, there's additional storage for fish or iced drinks via an insulated chest under the console's front bench seat spanning 32"L x 14"W x 14"D proportions. This box is large enough to hold at least 100 pounds of decent-sized blues or weakfish and it drains via a plugged scupper through the side of the console and onto the deck. Traversing aft, a 19" walkway on either side of the console allows for clear passage without the worry of banging your shins in the process. Interior cockpit freeboard is a respectable 36" forward, 33" amidships, and 27.5" at the stern, so the Oceanic 259 O/F provides you and your crew with an extra margin of security when fighting, wiring and/or gaffing large, active pelagic gamesters. There is a full 7 feet of internal cockpit beam at the stern between the gunwale inwales made possible by the Oceanic's three piece construciton (hull, liner and deck), so the 259 will have a bit more usable cockpit area than competitive 8 foot beam designs that incorporate only a two piece assembly, especially under the coaming. The livewell is situated under the cockpit sole aft of the helm, and is utilized by flipping up a flush deck hatch to secure the contents nestled in the well's 23"L x 18'W x 14.5"D dimensions. About the only thing I found objectionable with the 259's deck layout was the fact that both the forward in-deck fish box and the aft bait well drained into the bilge. This liability could be easily solved by running a pair of discharge hoses along the keel and out through the transom, secured by bronze thru-hull fittings and complemented by seacocks for security. Manny Hernandez should be looking into this in the near future; so stay tuned.

The Oceanic's console features classic apointments in the form of a stainless steel wheel mounted to port, a radio box located just below the wheel, and a storage area situated south of the radio box. Both cabinet openings are covered by hinged teak doors for an attractive touch. Due to the console unit's modest size, recessed electronics storage for your Loran or computer graph recorder is not feasible. However, there's plenty

of room on top of the console's shelf to mount even the largest machines securely, as well as a flush mounted compass.

The 259 Open Fisherman's hull is a deep vee design with approximately 20 degrees of transom deadrise. It is constructed from 100 percent hand-laid fiberglass, and her bottom features a full 9 layers of 1.5 oz. mat and 24 oz. woven roving, on top of which four full length plywood stringers and a keel stiffener are overlaid, and then covered by an additional four layers of mat and woven roving. The sides consist of 7 layers of mat and roving, in addition to some coremat as a stiffening agent.

From a performance standpoint, this rig can scoot like a rabbit, yet handle the heavy offshore seas that we face in the northeast most of the year-round. I put a 259 through the paces back in November equipped with a pair of 175 hp Mercury V6s and I was favorably impressed with the boat's handling characteristics. Top speed approached roughly 55 MPH with 14" by 19" S/S wheels, and Burnett Marine Service's Tony Contarino informed me that she'll do in excess of 60 with a pair of 200 Mercs, so what you have here is a fishing boat that can pose as a Miami Vice racer whenever it's time to take the family to the beach. The feature I found most advantageous on the 259's twin powerplant setup, was that she planed easily on a single 175 with the other motor tilted up and out of the way. Without rearranging the load or changing the prop to a lower pitched wheel, it took about 10 to 12 seconds to come up on plane, hitting 20 knots at 4200 RPMs and moving along just fine, even without trim tabs. This capability is so vital in a bluewater boat and many boat buyers simply take it for granted that if their rigs have twin power, it should be no problem to get it up on one. Believe it or not, many dual setups cannot plane on a single motor and the liability is a long, slow and fuel consuming trip home; so be advised.

In retrospect, the Oceanic 250 O/F gives you a lot of boat for the money, with a finishing detail and hull integrity that's hard to find in many competitive boats in its price range. With a decent list of standard features, a 140 gal. standard/165 gal. optional fuel capacity, and a true bluewater heritage, you should be seeing more of these boats on the offshore grounds in seasons to come.

SPECIFICATIONS

Length	25'9"
Beam	8'
Draft	17"
Weight	3,200 pounds
Fuel Capacity:	
Standard	140 gallons
Optional	165 gallons
Maximum Horsepower	400

Manufactured by: Oceanic Boats, 8080 West 26th Court, Hialeah, Florida 33016; (305) 888-3460.

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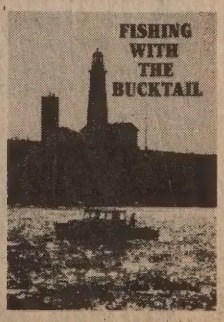

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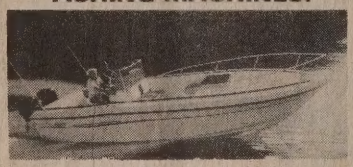

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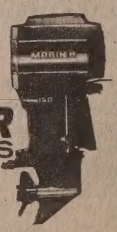

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Product Review

By John Raguso

Raytheon R20/R21 Radar

Just four short years ago I purchased a new radar made by Raytheon. Now that's not so unusual, but what was unusual was that it was a raster scan type radar called the Pathfinder. My fishing and boating friends scoffed at me saying that these new type radars were just a fad. Well, four years later that same radar is still working fine and the raster scan radars are here to stay.

That was my first piece of Raytheon product that I ever installed and now that I'm in the marine business I've installed a lot more Raytheon radars. My customers ask me for reliable products and when they head offshore I like to know that their safety is in good hands with quality equipment. Raytheon gives me confidence.

The R20 Radar is a small boat owner's dream. The low profile radome comes in at 20.9 pounds. This lightweight unit can fit on all but the smallest of T-tops.

The low power requirement of the R20 is less than 50 watts, so it can readily be installed on outboard boats.

The rugged, weatherproof radar has a 7 inch screen comprised of 512 lines of information. This large screen and high pixel count gives the R20 a chart-like picture for easy day or night viewing.

The housing is compact at only 9.5 inches high by 10 inches wide. This small unit can fit into almost any center console electronics compartment or overhead radio box.

Of course, the R20 has a full array of standard features. The maximum range of the R20 is 16 nautical miles with reduced ranges all the way down to 1/4 mile. There are more times than I'd like to remember that I came into Manasquan Inlet in the dense fog with just the R20 showing me the way. I start picking out the inlet and any boat traffic at 16 miles offshore, switching to lower scales until entering the inlet on the 1/4 mile scale.

Target Expander is a nice feature. With the push of a button, the Target Expander enhances small targets like radar reflectors at night when you're trying to tie up to a lobster pot for some night chunking.

The Variable Range Marker (VRM) and Electronic Bearing Line (EBL) will let you move a cursor line to a target to get the relative bearing from your position and the VRM will let you move a range ring out to let you know

that target's distance from your position also.

When you're navigating in bad weather the Rain and Sea Clutter controls allow you to enhance poor target signals in all conditions and to get a clear picture of other boats or land in front of you.

How many times have you been on a drift, shark fishing and looking into the fog to try and see another boat while trying to fish at the same time. The R20 has a Seaguard Intrusion Alarm that sets up a ring around your position. If a target intrudes into this ring, a visual and audible alarm will sound, warning you of impending danger.

The R20 radar features On Screen Alphanumeric Readouts. Sounds impressive, but what does that mean? All of the features of the R20 are displayed in simple language shown on the screen. The R20 will interface with data input NMEA 0182 and 0183 from other Lorans to show your position on the radar screen. Sea Clutter, gain and tuning settings are displayed in graphic bar levels. With one glance you can see what your machine is set up to do.

The keyboard located to the right side of the scanner screen has positive feel touch buttons that allow easy operation even with gloved hands. The sealed kaypad controls are enclosed in silicone rubber to provide weatherproof operation. Of course, the keypad controls are backlighted for nighttime operation.

The up and down keys located at the top of the keyboard work with other keys to set Ranges, Seaguard, EBL, VRM, Tuning, Gain and Sea Clutter adjustments.

Accuracy for the R20 is no problem. The display screen range resolution is better than 24 yards combined with bearing accuracy or better than plus or minus one percent. Range ring accuracy is 2.5 percent of scale, so you can see the R20 is on the money in the accuracy department.

Power is an important criteria when it comes to radar. The R20's transmitter has a peak power of 3KW which will assure you of good target identification and range.

Those of you who would require more range can opt for the R21, big brother to the R20. The major difference between the two, other than price, is that the R21 has a scanning range out to 24 nautical miles. The R21 also features an open faced 3 foot antenna with a 2.8 degree horoizontal beam width that provides better long range performance.

Raytheon's unmatched 2-year warranty on both the R20 and R21 Radars on limited parts and 1-year free labor is backed by a worldwide service network in major ports everywhere.

If a radar unit is in your future, be sure to take a long hard look at Raytheon's R20 and R21.

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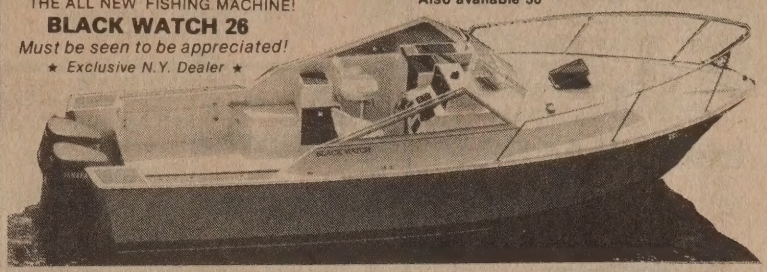

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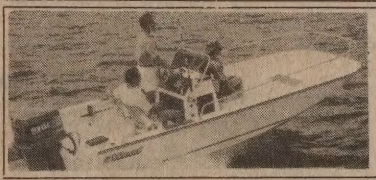

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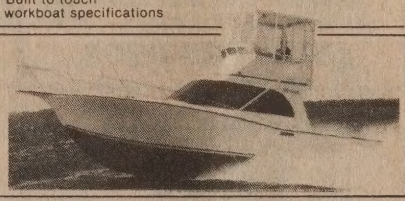

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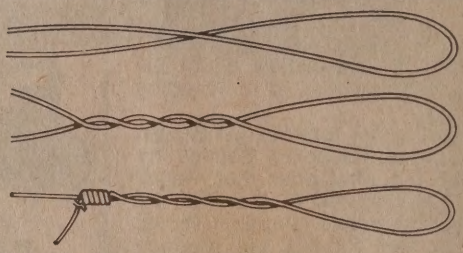
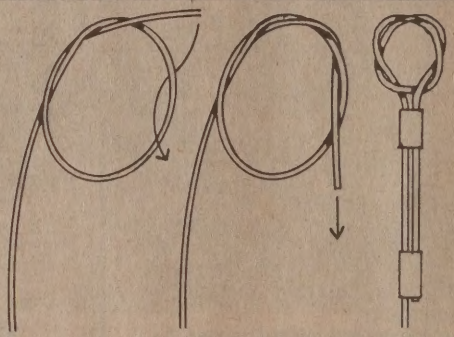


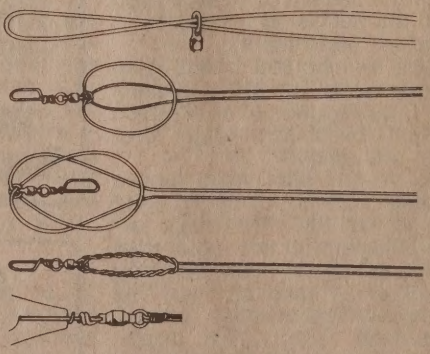
This is the best way to form a loop in single strand wire. Hooks, barrel swivels or snaps can be secured to the leader with the haywire. When making a haywire there should be no severe bends in the wire as it crisscrosses on the first few wraps. These wraps must intermarry and twist around each other. The tight wraps to complete the knot are there only to prevent the wire from slipping.

Offshore Loop Knot



This strong knot is used to attach a swivel or snap swivel at the end of the double line. Be sure both legs of the double line are exactly the same length or one leg will have a bow in it. This knot will never come apart even if one leg of the double line should break.

Offshore Swivel Knot



This knot is used to put a loop in the end of cable leader or to attach a hook to cable. It must be formed with crimps, and double crimps are preferred for greatest strength.

Dear Doc,

I plan on doing some big game fishing for shark and tuna next season and would like some advice on knots. What would be the best type of knot to tie on the hook or lure? If possible, could you please include an illustration?

Felix V. Cappuccio.

Dear Felix,

Big game fishing is a whole different ball game when it comes down to the discussion of knots, since the angler becomes more concerned with a certain rigging "system" instead of just certain knots. These terminal end systems are different depending upon whether you are fishing for sharks or

tuna. Let's take a look at what are the basic standard needs for the terminal end for both of these types of fish.

Sharks have sharp teeth and very coarse skin, so the leader is made of wire or cable. To attach hooks or swivels to single strand wire, most shark fishermen use the haywire twist. For braided cable, the offshore knot is used.

To create the haywire twist, double back 6 to 8 inches of the wire which will form an end loop. Next "twist" the two strands of standing wire loosely around each other 4 to 5 times. Make sure that both strands of the wire are wrapping around each other. Many fishermen make the mistake of twisting in such a way that only one of the wires twists. This does not make a true haywire twist. At the end of the loose twists, make 5 or 6 tight wraps. Put a right angle bend in the tag end and rotate or twist the crank so they snap off with a clean break. Working the wire in this fashion, instead of clipping with pliers, leaves a cleaner break with no sharp edges to cut hands or fingers. The end loop should be about 3/4 of an inch in diameter.

The haywire twist can be used at both ends of the wire leader. The bottom end receives the hook while the top end should be attached to a strong snap swivel in the 200 to 300 pound strength class.

Remember, the hook or swivel has got to be put into the doubled up piece of wire loop before the haywire is complete. Otherwise, you'll have a nice, but empty, twist formed. Also, there should be no severe bends in the wire as it crisscrosses or you will risk the wire snapping under the strain of a big shark.

Other shark fishermen like to use cable instead of wire. With cable you would use an offshore loop knot. This knot is easy to tie as all you do is make a loop at the end of the cable leader and wrap the cable through the loop two times. Next, bring the tag end of the cable down a couple of inches as you guide the newly formed loop up to the end of the line. With the offshore loop and cable you will need cable crimps and pliers which you can purchase at any well stocked tackle shop.

In both cases, when seeking sharks over 100 lbs., the leader should be 15 feet long to reduce the chance of the shark breaking off by wrapping itself around the leader. With tuna fishing you can fish without a leader for monofilament under 60 pounds. Use a clinch, palomar, or uni-knot to attach lures or hooks. For bigger offshore tuna you will need to create a 10 to 15 foot leader with 60 to 100 pound test monofilament, plus 15 feet or so of doubled up line formed by using the bimini twist. The offshore loop can be used at both ends of the leader line which again involves the use of crimps. At the end of the doubled up line you can use the offshore swivel knot to make a strong connection between the leader line and doubled up line.

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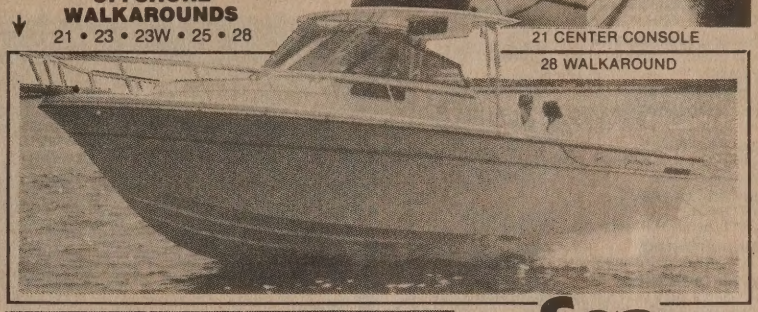
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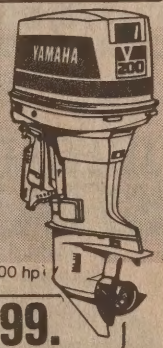

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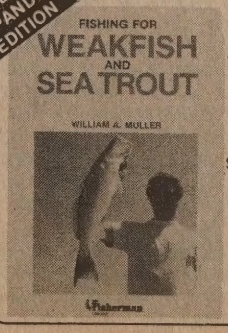

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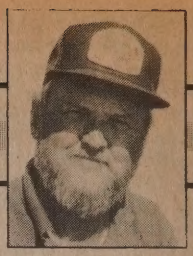
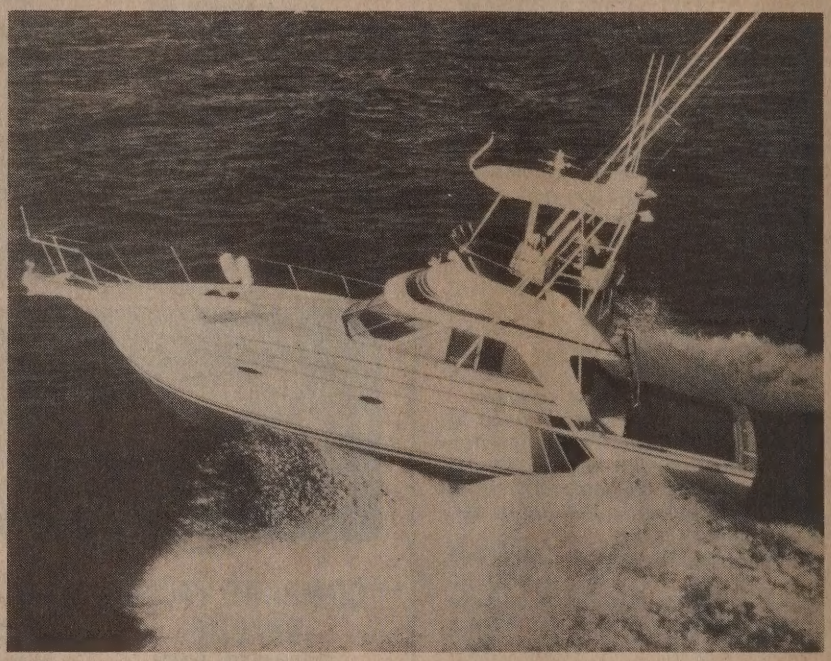


By Eric Burnley



Dear Eric,

I recently purchased a used boat that is over 10 years old. The hull and engine are both sound, but the electrical wiring system is a nightmare. I plan to attack this problem over the winter, but I am a novice at the workings of any electrical mechanics. Is there a book on the market that gives a step-by-step instruction on how to wire up a boat from engine to battery and beyond to instruments and lights, or should this be done by a professional? Can I afford a professional?

Enjoy your column and appreciate the info you give us boat owners.

Ron LaRusso.

Dear Ron,

Rewiring a boat is a tremendous project, but if you have time and patience, the job can be successfully completed. While it is always best to hire a professional to do this type of work, I expect you will find the cost quite high. A job like rewiring a boat is usually priced out at time and material because there is no way to judge how long it will take or how much material will be required to complete the work.

Should you choose to do the job yourself try to find a place indoors, such as a garage, where you can work in relative comfort and have plenty of light. Don't invite all your fishing buddies to help you wire the boat and kill a keg of beer. One reliable helper with good eyes and a steady hand is all you will need.

If you can locate the boat's wiring diagram from a dealer, it will be a big help. Being able to read and understand a wiring diagram is even more helpful. If you have no electrical experience, you must find someone who does and is willing to help with the project.

Don't begin by ripping out all the old wires. Pick a circuit and rewire it before going on to the next circuit. Use new connections, solder all the joints you can and be sure to use wire that will safely carry the load.

After each circuit is rewired, check it out to be certain it is still working. Don't go on to the next circuit until the last one is operating properly.

One tool you must have to do this type of job is a volt/ohm meter. This unit will measure DC voltage and continuity between connections. Trying to work on electrical systems without one of these meters is like shooting in the dark. If you dont' have a volt/ohm meter, check with your local electronics supply store or with Radio Shack to find out which models are available and how much they cost.

I use a reference book, ***Your Boat's Electrical System*** *by Conrad Miller and E.S Maloney, to troubleshoot my electrical problems as well as answer questions from readers. This book does not have a chapter on completely rewiring the boat, but it does cover*

all the circuits you are likely to encounter.

I wish you a lot of luck with your winter project.

Dear Eric,

Several weeks ago you asked if anyone knew of a product that would remove rust stains from a white hull. I have used a product called Zud and it has done a great job.

Now I have a question. What can I use to get rid of mildew stains on rubber or plastic? *Bill Williams.*

Dear Bill,

There is a product made by the Boat Armor Company that is supposed to remove mildew from most any surface. It is called Mildew Stain Remover and comes in a quart spray bottle. According to the instructions, you simply spray it on, scrub the area lightly with a brush and rinse clean.

I have used baking soda to get mildew off of coolers, refrigerators and life preservers with good success. After cleaning with the baking soda you can leave an open box in the cooler or other confined area to soak up some of the unpleasant odor.

Other products that will work on mildrew include Mold Away, Marine Mildew Spray and Damp Away Dehumidifier. This last product collects moisture in cabins or other enclosed areas to prevent mildew build-up. I purchased a jar of Damp Away to put on my boat over the winter and will replace it with another jar to keep things dry during the summer.

Dear Eric,

I have a Chrysler boat with a windshield frame, as shown in the enclosed diagram. Instead of drilling holes and mounting snaps for attaching the canvas top it has a groove where you insert a channel attached to the end of the canvas.

Do you know where I can get some channel that slides into the groove to hold canvas top in place? It is made from rubber or plastic. I tried many marinas; some remember seeing it, but nobody has any in stock. Any help will be appreciated. *Tom.*

Dear Tom,

I checked with a local canvas shop that does a considerable amount of boat work and he cannot find anything in his inventory that resembles the product you have described. We both went through his after-market catalogs and there simply isn't a fastening system available like yours.

He believes this type of fastener was used only on Chrysler boats and only a former Chrysler dealer would be likely to have any in stock. The chances of finding this channel is quite remote, so your next step will be replacing the original system with snaps. The cnavas shop owner did not feel this would be a particularly difficult job and the cost should be reasonable.

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Fisheries Update

Council Gives Nod To Billfish Plan

By Dick Russell

After two hours of debate at a December 2nd meeting in Portland, Maine, the New England Fishery Management Council ended five years of opposition and voted to approve a billfish plan banning sale and imports of white marlin, blue marlin and sailfish along the entire Atlantic Coast.

The other four regional councils had already expressed their support for the plan, and as of this writing three (the South Atlantic, Mid-Atlantic and Gulf) have also voted their approval. The Caribbean Council is expected to follow suit.

Once all five councils agree, and iron out some details in the plan, it will then be submitted for final approval to the National Marine Fisheries Service (NMFS) and the federal Office of Management and Budget. It is anticipated, since NMFS officials have said they support the plan, that the law could be in effect by next summer's offshore fishing season.

The New England Council went a step further than the plan now specifies and proposed a one-fish per boat per trip limit for recreational fishermen, in addition to the no-sale. The Council also voted that no exception be granted to the traditional handline fishery in the Caribbean, something the other councils had supported. The Council's concern, as voiced by member Lester Smith, was that Florida longliners might take advantage of the handline exemption by sending a fleet to the Caribbean, as happened with a similar loophole with swordfish management.

As a compromise, the South Atlantic Council has suggested that the handline fishery in Puerto Rico be monitored and the billfish take limited to 100 per year. It is also recommending that all kill tournaments be stopped, going instead to a catch-and-release format as has recently taken place in New England and other areas.

The New England Council's turnabout on the plan did not come easily. Dominated by commercial interests, the Council had long opposed making billfish an exclusively recreational species because of the precedent this might set. But last summer, after Massachusetts adopted a no-sale regulation and the other councils threatened to simply remove New England from any further input on the plan, the Council began to reconsider. Once the public hearing process showed overwhelming support for the measure, it was even more difficult to hold out.

At the Portland meeting, opposition came from a spokesman for the commercial National Fisheries Institute (NFI), Thor Lassen, who objected that economic allocation should not be the primary criterion, according to federal law. (Figures on billfish indicate that the recreational is a $100 million annual industry, versus $150,000 for commercials.)

But Les Smith countered his remarks by reading aloud a November 2nd letter from the President of the 225-member Point Judith Co-Op expressing full support for the no-sale. "I believe they are a member of NFI," said Smith. "So not all your members support your position." Replied Lassen: "You are correct, there are 1,100 companies involved."

Spider Andresen, representing the United Sportfishermen's Federation and the publisher of Saltwater Sportsman Magazine, noted that economics alone are not the justification for the plan. "There has been documented a severe decline in billfish stocks in the Gulf and Atlantic," he said. "There is no question in my mind that there is a real rationale for conservation."

Due to a substantial by-catch of white and blue marlin by longline vessels pursuing yellowfin tuna in the Gulf of Mexico, the numbers of migrating marlin were indeed far less

visible in the summer of 1987. And the no-sale measure is an attempt to nip a small but growing commercial market for marlin in the bud.

Under the plan, commercial fish dealers will have 90 days to dispose of any billfish already on hand once it becomes law. No further purchases from any fisherman will be allowed.

When a question was raised about the mortality rate of released billfish, Andresen replied that tag returns indicate high survival if the released fish was handled properly. "In a lot of tournaments, barbless hooks are used. It is a matter of educating fishermen to use other than a stainless steel hook, which will rust out quickly and to cut the leader as close to the hook as possible."

Council member Barry Gibson summarized: "It is very clear that this is in fact an allocation issue, though conservation would be a benefit. There are a lot of recreational species which have been shared with the commercial sector—redfish, Spanish mackerel, and king mackerel, for example. We have seen these stocks dwindle over the years, and a lot of recreational fishermen perceive this to be the result of overharvest and mismanagement. We are taking a traditional recreational fishery here and saving it for that traditional use by not opening up any loopholes in the future."

A vote was called for. In favor of the ban on sale and imports were Council members Les Smith, Barry Gibson, Phil Coates, Dave Crestin, Bob Jones, Jim Warren, Pat Carroll and Ted Spurr. Opposed were Jim Costakes, Richard Allen, Jim Brennan, Gale Johnson, Bob Smith and Art Odlin. Herb Drake abstained. The count was 8 to 6.

Council members proceeded to vote for other elements of the recommended plan: to prohibit possession by longline and entanglement nets (10-5 in favor); rod and reel gear only allowed for billfish (8-6-1 in favor); minimum size limits (unanimous yes); mandatory tournament reporting (unanimous yes); no exemption for Caribbean handliners (unanimous yes); recreational bag limit of one fish (unanimous yes).

Among the details that still need to be hammered out is the question of imports. It seems that a processor could still import Hawaiian marlin, for example, into an East Coast state.

The wording of the plan may also have to be altered to ensure that conservation is somehow included with the economic analysis. Otherwise, the NPI could conceivably raise a legal challenge under the management provisions of the 1976 Magnuson Act.

But the biggest hurdle—the New England Council's approval—has now been cleared. As Les Smith commented, "I am very pleased, after many years where this seemed impossible. I knew the vote would be close, but the regional director of NMFS voted with us."

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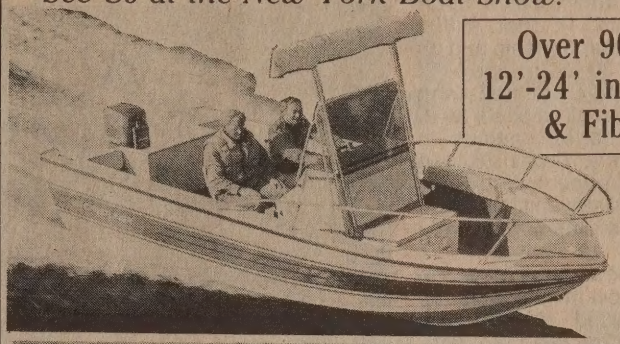

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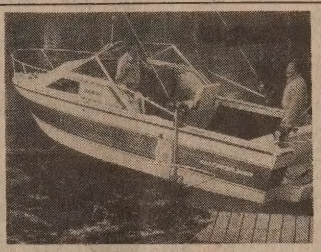

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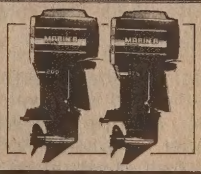

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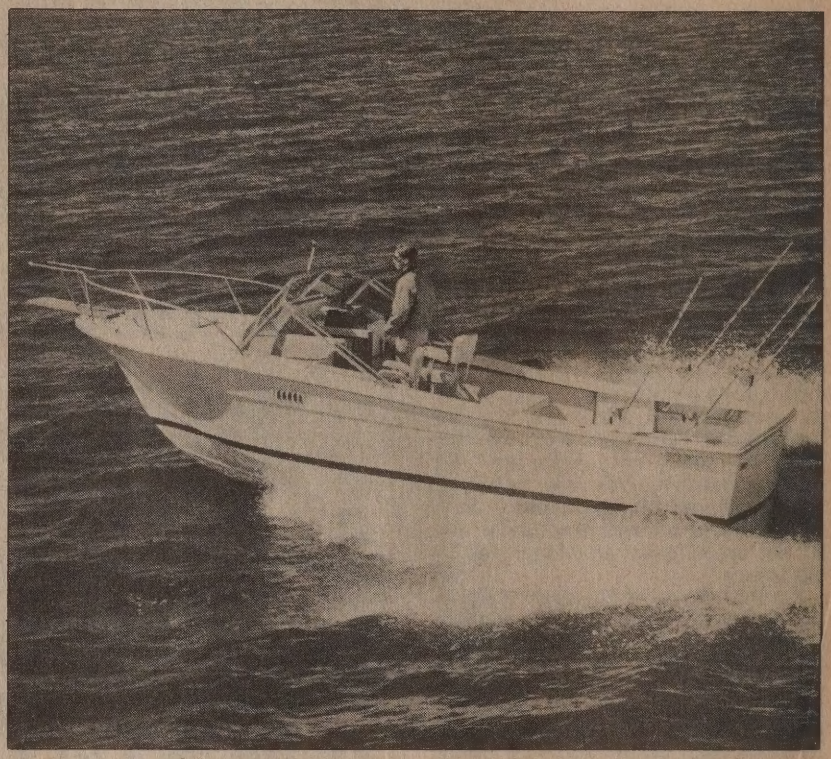
Pete Barrett

Diesel or Gas



At one time all diesel engines were huge and heavy. It took at least a 35 foot boat just to handle the weight and provide enough below deck space to fit the engine into the boat. But diesel manufacturers have been busy at the design boards for the last decade planning smaller, lighter engines that fit into today's sport fishing boats from 17 foot skiffs, through 23 foot center console and on up to boats in the 30 foot range.

Volvo is generally credited with popularizing the small diesels with their famous 40 series engines in boats like the early Topaz 28, but Perkins was in there too, with diesels installed in the 23 Mako and in several Shamrock models including their small 17 footer.

The early diesels were low on horsepower and slow in speed, but as technology advanced so did the horsepower ratings and speeds began to approach those of gas powered boats. The latest Volvo TAMD41 engines are pushing out 200 horsepower as compared to the original 40 series engines rated at 120 horses. That's a 66 percent increase in push power!

Volvo isn't alone. Cummins has introduced their new "B" series engines sporting relatively low weight and horsepower ratings far above the engines of ten years ago. One verison of the new Cummins is rated at 250 hp and higher ratings are slated for the future. There are rumors other engine manufacturers are planning or are ready to introduce smaller engines designed specifically for smaller boats.

Unlike years ago where there was little choice in power options for inboard boats (gas was it!), today's fisherman can choose either gas or diesel for his new boat. Each option has pros and cons that need to be weighed for their importance to each individual.

Gasoline marine engines were originally designed for use in cars where they work very efficiently. However, cars operate with their engines under relatively light loads, unlike boats that run under heavy loading all the time. A car cruising down the highway places very little strain on its engine and the typical auto engine may go well over 100,000 miles and operate for over 5,000 hours before requiring a major overhaul. That same engine in a boat will last one-fourth the time, about 1200 to 1800 hours depending on the use of the boat, because of the constant strain placed on the engine as the boat pushes water while cruising.

Diesels are designed specifically for use under heavy loads for truck or machinery equipment use and convert readily to marine use. It is not unusual for a diesel boat engine to run for 10,000 hours without need of an overhaul. That's 6 to 10 times the life expectancy of a gas engine. Many diesels aren't even broken in until they hit 700 to 1000 hours of operation which is nearly rebuilding time for a gas engine.

An advantage of gas engines, since they operate so much like a typical auto engine, is that many fishermen can put their back yard mechanic hat on and perform simple maintenance service, most repairs and even some major repairs without running into difficulty. This can be a major savings in service and repair costs, since diesels are generally considered to be more complicated to work on once the owner is beyond basic service like filters and oil changes.

On the other hand, diesels require less attention and service than do gas engines. Diesels have no spark plugs, no carburetors and no ignition parts to replace or service. Maintenance is a matter of replacing oil and air filters, checking water strainers and fuel filters and changing the oil.

Diesels also offer greater safety since there are no gasoline fumes to accumulate in the bilges. Proper venting and fume detectors prevent a "lifting" experience at ignition and with conscientious operation gas powered boats are as safe as an automobile. Many boaters still feel more at ease with diesels because the fuel has a much lower flash point than gasoline.

Diesel fuel, although safer than gasoline, offers its own problems. A weird algae that can live in diesel fuel can grow colonies of organisms in the tanks in the warmer months causing fuel injectors to clog and fail. Water condensation can also cause engine failure. Diesels engines with their higher compression ratios are built with much closer tolerances and dirty fuel can stop even the best of engines.

Special fuel additives eliminate the worry of algae and water and Racor fuel filters virtually eliminate dirt and small amounts of water from the fuel system before it reaches the fuel pump or injectors.

Engine choice can affect boat speed. Gas engines are considerably lighter than a diesel of comparable horsepower. With two identically rated engines and boats, the gas boat will outrun the diesel boat at every speed test. But, the speed difference is not as dramatic as in years gone by. For instance, in the 30 Black Watch there is a 6 knot difference at high speed cruise speeds between the gas and diesel power versions. Under typical sea conditions, however, each boat will run at virtually the same speed.

Fuel economy is where the diesel boats really shine. A 29 Topaz out-

fitted with twin 60 hp Volvo gas inboards will cruise at 28 knots burning approximately 24 gallons per hour. The same boat equipped with Volvo TAMD41 diesel engines will cruise at 24 knots consuming only 14 gallons per hour. These performance figures are similar for Black Watch, Mako, Phoenix and Rampage.

On a 75 mile run to the canyons, the gas boat will get there in 2.7 hours burning a total of 65 gallons of fuel. The diesel will take 3.2 hours and use only 45 gallons. On a typical overnight canyon fishing trip the diesel boats will usually burn about 60 to 80 gallons less fuel than the gas boats for a savings of about $75 on each trip.

These figures assume a slow nighttime run to the canyon, a full day's fishing from dawn to late afternoon and a full cruise run back to port; total running time of 20 hours. My figures were compiled from my own experience running Mako and Topaz boats and from fuel consumption records examined from owners of Black Watch and Phoenix boats.

A diesel equipped boat can cost from $14,000 to $18,000 more depending on the actual boat and the engine manufacturer, which is a substantial increase in price. Is it worth it? The answer depends on how much each captain uses his boat. At an average price increase of $15,000 and five years ownership of the boat the added cost of the diesel would be $3,000 per year or $250 per month.

A canyon and shark fisherman making numerous offshore runs would save enough in fuel costs to meet the extra payments on the boat. An inshore bluefisherman, fluker would never come close to saving enough fuel to match the increased boat cost. At 400 hours of fishing time per year, a typical twin engine small diesel boat could cost about $5,000 in fuel; the gas boat would cost $9,000. With this many hours of operation, the diesel boat, even though having higher sticker price, is less expensive to buy and operate.

One additional benefit to owning a diesel boat is its increased resale value. I've checked several Black Watch, Topaz and Mako boats, comparably equipped, and the diesel boats in every instance retained a higher resale price that was closer to the original purchase price than the gas boats. In several instances, after 2 years use, diesel boats sold for 10 to 20 percent below their original price while gas boats lost 30 to 40 percent of their purchase value.

Each power option has advantages and disadvantages over the other. Which power plant you choose is a balance of cost factors, service, safety, boat speed, reliability, fuel economy and resale value. Diesel boats appeal more to fishermen who put lots of hours on their boats, especially on long distance runs to shark and tuna grounds, while gas boats have greater appeal to the inshore fisherman.

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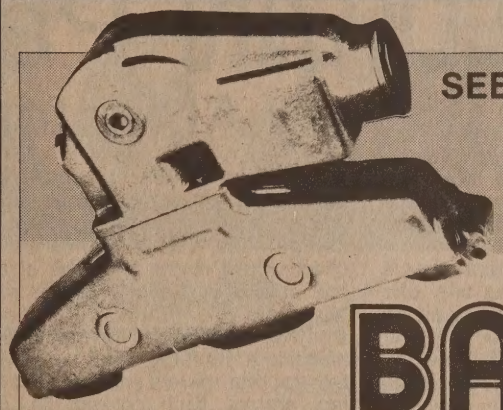

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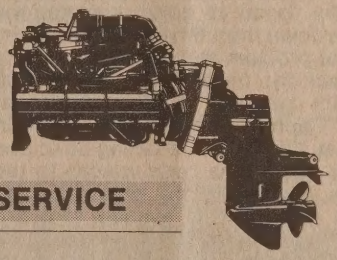

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ELECTRONICS: LORAN Part 2

By Al Ristori

In the previous article we looked at what's new in recorders. Now let's check out what's been introduced recently in Loran C.

Loran C is truly the modern miracle of electronics. If there was only one piece of electronics to be placed on your boat, Loran C would be the best choice. It won't tell you if there are fish below, but it will get you to the right spots—and you can navigate with it even without a compass or in thick fog.

Of course, there are limits to even Loran C. The numbers provided are usually "good as gold," but stations do go down from time to time. I ran into that problem last fall while making a wreck trip on the Miss Diane from Clark's Landing in Point Pleasant with Captain Frank Rose. Captain Mickey Vassallo was taking us to one of his secret sea bass wrecks to the south and our group was going to leave at 2AM. That evening they got word that the 43000 line would be taken out for repairs at 7AM. As a result, everyone had to be rounded up so we could leave at midnight. As it was, we just barely got two buoys out on the wrecks before the station went off 45 minutes early.

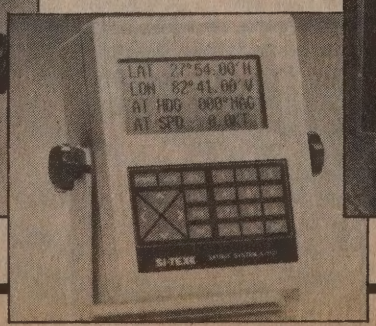
That incident really brought home how dependent we've become on Loran C. Most of us have forgotten all about the ranges we used to employ in order to find precise fishing locations. It's a lot easier to simply plug in the numbers and follow the Loran right to the spot. As good as it is, the wise boater should still not depend completely on Loran. Loran will get you from point A to point B in a straight line, but a glance at your chart might reveal that the straight line carries you over exposed rocks, sand bars or even land. By setting up a course in advance, you can navigate home in a thick fog—but Loran won't tell you that there's another boat coming across that course. In other words, as valuable as Loran is, don't ignore all the other tools of the alert boater. A good compass plus a VHF radio, depth indicator of some kind and lots of common sense are all necessary for safe boating. Radar is also a valuable addition, though not something you'll need every day.

Loran C is so simple to use that there's really no reason why every boater shouldn't have one. The least expensive units are now down in the graph recorder price range, though prices have bottomed out after years of continuous decline due to improved technology and increasing volume. The original Loran A was difficult to interpret, bulky and not always very accurate. I well remember peering into one on a destroyer almost 30 years ago and after trying to overlap squiggly lines figuring that celestial navigation was actually easier. However, there's little more to Loran C than switching the set on. With just a few simple entries, you can then obtain a course, distance and time to any spot—and store all your fishing holes in memory for instant recall.

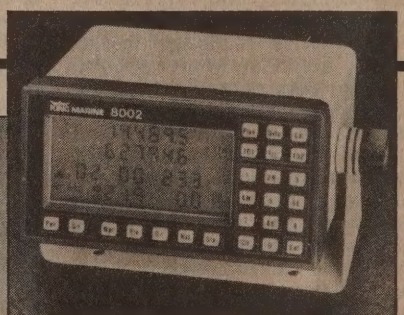
Some anglers figure they don't really need Loran C because they fish strictly inshore. However, any experienced angler can assure you that precise positioning is very difficult without Loran. You can see how every drift is varying from the previous one as wind and tide affect it, and "feel" your way down a rip that can't be seen at night. Not only can you find your own favorite wrecks, but everyone else's. Just about every wreck number is now published, and the average angler can become an instant expert with Loran C. Of course, you still have to fish correctly once you get there; but that will always be a problem no matter how sophisticated electronics become.

King: When my old Texas Instruments Loran C finally gave up the ghost last summer, I switched to the King 8002. I'd seen that unit on many other boats and was always impressed with its simplicity and many functions in a very small package (4.4 by 8.5 by 6.1 inches). This model has 99 waypoints and a Plan-Calculator mode for sophisticated navigational computations. A single page on the LCD screen provides present position in TD or Lat/Long; waypoint number; bearing and speed to waypoint; distance to go; cross track error and steering indicator. To top it off, the King IA2000 Autopilot/Loran Interface enables you to hook up the 8002 with the King AP2000 Autopilot for the ultimate in easy, accurate steering. You can also interface the Loran C

King 8002



Raytheon RAYNAV-570



Si-Tex A-310 Satnav System

with King and many other graph recorders and video sounders.

New at King this year is a line of antennas, including both an 8 foot Loran antenna with a watertight internal coupler plus 8 and 11¼ foot dual VHF and Loran antennas.

Furuno: The LC-90 is the latest generation unit from this famous company. The five line LCD display provides TD or Lat/Long position on the top two lines plus the operator's choice of all computerized info on the bottom three. Additional lines at the top and bottom of the display give a constant readout of alarm and system status functions. The LC-90 is housed in an aluminum case and has a splash-proof sealed membrane keypad. After the local latitude and longitude have been entered, operation is automatic—as the unit will select the optimum master and secondaries, compensate for ASF and magnetic variation and set all six notch filters to eliminate interference.

Raytheon: The new RAYNAV-570 features fully automatic operation and extra-large readouts in a compact, weatherproof unit. The 100 waypoint 570 not only lets the user enter waypoints as either Lat/Long or TD coordinates, but also by range and bearing. Up to 16 different electronic pages of data can be called up. NEMA 0180 and 0183 outputs allow interface with plotter, autopilot, sounder and radar equipment. The dimensions are 7-5/8 by 5¼ by 3 inches. List price is $1,195 (you'll actually pay much less), and there's a two year parts warranty with one year of free labor.

Si-Tex: The inexpensive EZ-7 has been reintroduced. This unit provides all the basic functions that most small boaters require. Si-Tex also has 790 and EZ-97 Lorans that have all the features and even come with a 30 minute instructional video tape that makes getting started in Loran much easier. For the most sophisticated uses, Si-Tex offers the new A-310 Satnav System. This offers the same operational performance as that used by large, oceangoing vessels, but at a modest price. The multi-line display presents such navigational data as present latitude and longitude position, speed, heading, GMT and date, information on up to 20 previous satellite-fix positions and 20 future alerts. Additional displays include course-to-steer along with time and distance to waypoint, speed made good and course made good.

Morrow: The new Avenger Marine Loran C 524 and 526 are fully automatic after the area GRI is entered into memory the first time. The units automatically select the most advantageous secondaries, taking into account baseline extensions, crossing angles and signal strength.

Digital Marine: The Northstar 800 has long been considered one of the top units in the field, though a bit expensive for small boaters. All of the features can be found in this unit and 120 waypoints can be stored and formed into 99 routes.

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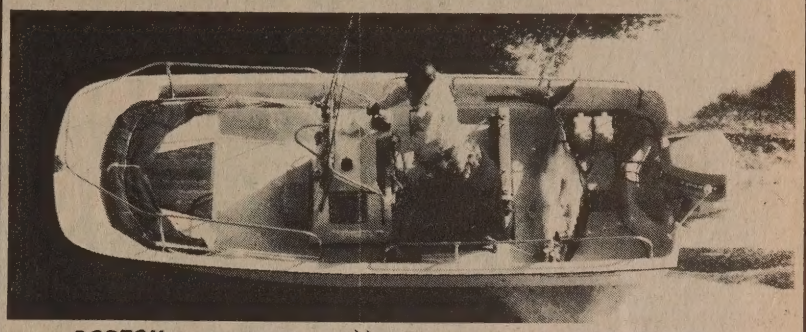

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If you really mean it when you say that you want to get away from it all and would truly enjoy sport fishing in an "angler's paradise," get yourself to the Turks and Caicos Islands. The bonefish are so plentiful and the bone "catching" so great, that even a novice is all but guaranteed success. And the tuna, dolphin and marlin lie just a scant half mile from shore, just beyond the protective barrier reef.

But go while there is still time. Do not be surprised to draw nothing but blank stares when you mention sport fishing there. It doesn't take long to learn that most of the world has seldom, if ever, heard of the islands. About the most notable thing that happened there, short of reportedly having been a discovery point of Columbus and a safe harbor for the notorious and bloodthirsty female pirates, Mary Read and Anne Bonny, is the fact that Astronaut John Glenn landed there after his famous orbital flight in 1962.

The Turks and Caicos encompass some eight major islands including the better known Grand Turk and Provodenciales, two totally uninhabited ones and approximately 40 small cays, the majority of which are also unoccupied by humans. The group covers a total land area of about 195 square miles. It has an east-west orientation stretching for hundreds of miles surrounded by the shallow, crystal clear waters of the Caicos Bank.

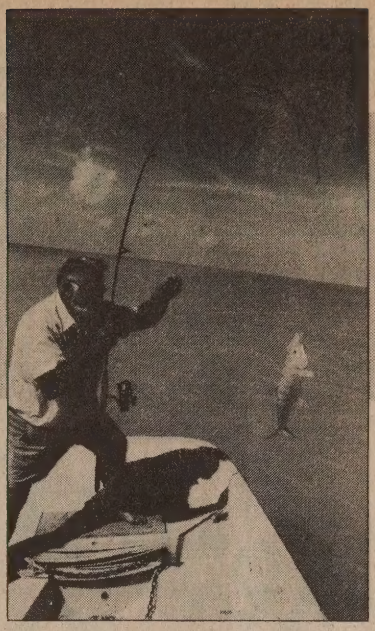
Fifty pound plus wahoo are frequently caught in the open waters surrounding the islands.

The Turks Passage is a 22 mile wide expanse of water that separates two major island chains about 500 miles southeast of Miami and 90 miles north of the Dominican Republic. The water averages over 7,000 feet and has the potential for being one of the world's last unexploited habitats for great game fish.

The Turks and Caicos chain of islands lie just over two hours southeast of Washington, D.C. or 83 minutes and a soothing rum punch from Miami, Florida aboard Pan Am's 727 Clipper jet. As we began the long smooth descent into the international airport at Provodenciales you could just feel that the waters would be productive fishing grounds. All the indicators were right. The water color shaded at all the correct places. The wind ruffled the cerulean sea surface just enough to mask the true nature of the baits.

And there were boats—serious big game fishing boats—already at or coming into the docks. There were a total of six boats in all entered for this exploratory big game fishing trip. Oil baron John Mecom's "Papa," a 44 Graves and Captain Willie McDow's unmistakable commanding presence was in the tower of Bill Young's "Todd

Turks & Caicos Islands



A-O," a 29 foot Strike, as it turned from west to east and eased through the cut into the anchorage with three marlin release flags flying. The largest boat, the "Mariner III," a 52 foot Harkers Island, is owned and skippered by Captain Steve Cole, the recently appointed IGFA representative to the islands. The "Sabrina Gale," a custom built 46 footer had Captain Wayne Selogy at the helm while the "B.B.," a 31 foot Bertram and the 30 foot "Sand Dollar, Too," were skippered by Captain Leah Murry and Captain Ed Nagel, respectively.

Upon arrival at the airport we were cleared through Customs in a matter of minutes. From there we were on our way up the hillside by island taxi to the Eurbus Inn and escorted to a thoroughly modern, air conditioned room. Facing north—at an elevation of 157 feet, one of the highest points in British West Indies—the Inn overlooks the harbor, the Turtle Cove Yacht Club and the mini shopping mall.

Across the sheltered anchorage of Turtle Cove, a narrow strip of land and 100 yards of deep blue water, the sea turns light green and delineates the reef line with a long string of intermittent low breaking whitecaps. Beyond that is the cobalt blue sea that marks the start of the billfish waters. Two slices in the reef, Wheel and Cut to the west and Sellers Cut to the east, provide a short way out to the deep water.

At this point, however, fishing was just about the last thing on our minds. Since just after the first light of dawn, Vic Georgeff had been standing over a fire pit behind the yacht club. The master chef and island entrepreneur was tending to several suckling pigs which were to be the "guests of honor," and provide the main nourishment, at the Labat's Blue Marlin Day, Hog Roast and Beer Bust. The soft warm sea breeze wafted the aroma up the hillside, across the brilliant flowering Bougainvillea bushes, into the room. It pushed deep into that portion of the brain that triggers sensory perceptions of vast hunger. The billfish would just have to wait!

The freeform pool at the yacht club was the setting for the sumptuous repast that was preceded by an impromptu fishing tournament. In the pool at one end, were two human "fish" on inner tubes and two anglers with 50 lb. tackle on the dock at the far end. The contest was between crews from the "Sabrina Gale" and the "Papa" with no definitive winner after three heats.

Anglers, observers and crew came from everywhere. Close to home there was Michael Misick of Provodenciales and Kirk Gaff of Grand Turk. A bit further from home was Dr. Weber Echard of Vienna, Austria. William J. Aldridge was in from Canandaigua, N.Y. Mr. and Mrs. John Mecom, III, John Mecom, Jr. and Lee Hood all came from Houston, Texas. Karl R. Kzutz of Wausau, Wisconsin; Frank and Phil Macek from Ellicott City, Maryland, and Dick Shibley of Toronto, Canada were also a portion of the international gathering that were out to document the availability of big time game fishing in the Turks and Cacios.

Light tackle game fishing starts with one of the world's greatest and least utilized bonefish habitats; one that once fished, is seldom discussed with other anglers. It truly is a place of secretive anglers. The waters average only five feet deep over this vast area. On the outside of the islands, however, in less than one half to one mile from shore, the water drops to over a mile deep. The conjunction of the two zones provides big game fishing the likes of which is seldom experienced anywhere else.

An an example, we were having breakfast at the Kittina Hotel on Grand Turk with owners Kit and Tina Fenimore. It was an easy, laid back affair until two old island fishermen came up, each carrying one half of a very large yellowfin tuna in his arms. They had been out deep jigging for grouper with hand lines when the tuna disrupted their plans. It took them about an hour, but they made the catch. And the hotel had fresh tuna on the menu that night.

On Provo, as Provodenciales is known locally, we went out early one morning with Bar Gardener, a well thought of local bonefish guide. His first two questions were "How many do you want and can you handle 2 and 4 pound test line?" Our answers were a standard "As many as you can find" and "sometimes."

Since it was to be only a half day trip, our expectations weren't all that high. But Gardener followed up by suggesting a dozen apiece, releasing all the small ones, but saving the larger ones for billfish baits. Oh yes, we would also save one particularly nice one for lunch. It would be prepared for us by a cousin at a restaurant known as The Office.

We warmed up with a bone apiece on 8 pound tackle, at which time Gardener then handed us 2 and 4 pound gear. By the time the sun was directly overhead we were on our way back to the Eurbus Inn, having had more than Gardener's promised catch, had proven ourselves very well qualified on ultra-light tackle and were actually ready to try a bonefish for lunch.

Don't laugh and tell us that there isn't any such thing as a bonefish lunch. The natives throughout the Caribbean eat them all the time. While we wouldn't want to make a habit of them, it was, steamed along with some tomatoes, onions and a few "secret" spices, one of the tastiest meals we have ever had in that part of the world.

1987 Looking Back

Freshwater Review

By Tom Schlichter

Damon Rasmussen pulled off one of the season's biggest surprises with this 12 pound albino catfish.

1987 was a year of ups and downs on the freshwater scene, noteworthy more for its inconsistency than any other single factor. It was a year that witnessed the promise of torrid early spring action yield to a merely average summer and blase fall. No need for alarm, however, it would seem that the weather had more to do with the mixed results than did a lack of fish.

While spring temperatures may have been a little on the cool side, delaying the spawn of bass and panfish, July and August offered not only extreme heat, but clear, bright sunny skies which sent bass, trout and pickerel sulking. Just as the heat began to let up in late August, September rolled in with two consecutive weeks of high winds. When the weather gods finally offered some fishable conditions, the fall surf action was already well under way and for many, freshwater pursuits were put aside in favor of bass with stripes and tackle busting blues. Maybe that's just as well, though, for Long Island has seen increasing pressure on its freshwater lakes in recent years and giving the fish a break during the vulnerable fall season isn't likely to do them any harm.

It seems that local trout fishing improves each year, at least in the better known haunts and 1987 was no exception. Thanks largely to stocking efforts in the parks and ponds, and the continued success of the sea run program, trout fishing was excellent throughout the season. By the second week in March, freshwater enthusiasts were already beginning to pound their regular beats with great success. Catches of up to two dozen small to medium sized trout were common in the tidal portions of the Connetquot River and Rattlesnake Creek, traditional early season hotspots. At times, the supply of small rainbows seemed almost endless and this fast fishing continued right through the early part of July. Mixed in with these fish were some impressive sea-run browns that weighed up to 10 pounds. Most of the larger fish were taken inside Connetquot River State Park Preserve, but a few also came from below Bubbles Falls and adjacent to Dowling College. Four and five pound browns were numerous. In addition to the above named locations, anglers scored well with trout in Southaven Park, West Lake and Swan River. Perhaps the only disappointment in trout fishing this season was the tailing off of action on the Nissequogue River after the first week of July.

Carp fishermen enjoyed a steady season from early March right into September. By mid-March, Mike Nicoletti of Causeway Bait and Tackle, Wantagh had already reported weighing fish to 22 pounds. Except for a slowdown during the spawn, virtually every week throughout the season witnessed at least one or two 10 pounders. The largest carp of the season was taken at Kahler's Pond by George Rose during late May. It weighed over 25 pounds. Carp fishing

seems to be growing steadily in appeal and many of the larger fish taken this season fell for baits fished on light or ultra-light tackle; 4 pound test seemed to be a favorite, especially with the crew working in the Babylon area. Added to the usual carp fishing grounds in western Nassau and Suffolk such as Grant Park, Hempstead Lake, Wantagh Mill Pond, the Rt. 231 Lakes and Argyle Park, was increased activity with this species at Lake Ronkonkoma. Here, June and early July witnessed very good action with fish to 18 pounds. Carp fishing really is exciting sport and is an almost untapped resource on Long Island. Resolve to try it next season; you might just find you'll enjoy it. Quite a few anglers did during 1987.

It's been said that history repeats itself and that would seem to be the case with largemouth bass fishing on Long Island. For the third season in a row, despite the glories usually reserved for tales of fall fishing, the month of June reigned supreme in terms of both quantity and quality bass catches. No less than 25 bigmouths weighing in excess of 4 pounds were culled in-between the opening of the season on June 6th and the end of the month. Unfortunately, lunkers were noticeable mostly by their absence between mid-July and October, due mostly to the rough fishing conditions noted at the beginning of this article. The season concluded with a bang, however, as the hawgs came alive during October. Nick Triolo nailed the largest bass of the season during this spree, catching and releasing a 7 pounder on Lake Ronkonkoma. Had more anglers been on the water, October might have rivaled June in terms of productivity this season—quite a few 4 to 5 pounders were reported.

Pickerel are the other important species that most Long Islander's choose to pursue, and while few "logs" were weighed in this season, many 3 pounders were reported. This seems to be a continuing trend. Over each of the last three years, the number of 2 to 3 pound pickerel seems to be on the rise, but 4 to 5 pounders are growing increasingly scarce. Whether this means that the fish are being harvested before they reach larger sizes, indicates one or two poor year classes, or simply is a coincidence, is not yet clear, but the situation bears some watching over the next season or two. As in previous findings, spring was the best time to fish for these predators, and Southard's Pond, Artist Lake, Patchogue Lake, Wildwood Lake and the Peconic River yielded the greatest catches.

In general, 1987 was a year of status quo for freshwater fans. The fishing was not spectacular, but neither was it poor for those versatile enough to work several species. There were a few disappointments that can't be blamed on the weather, however. Among these were the handful of tiger muskie reports from Lake Ronkonkoma (largest was only 22"); a poor take of hybrid striped bass in Fort Pond, Montauk (largest only 3 lbs.); a poor spring run of white perch in most tidal waters; and lastly, complaints of anglers littering at several locations.

On the bright side, however, trout fishing continues to improve; anglers are becoming more aware of the sporting qualities of carp; catch and release seems to be more the norm than the exception on most waters; and lastly, populations of most game fish seem to be stable or improving.

There were also a few surprise catches last season including a 4 pound eel taken in Lake Ronkonkoma, a 16 pound carp that belted a Mepps spinner, a pair of tiger trout taken from Connetquot River State Park by a youngster fly casting for the first time, and a 12 pound albino catfish wrestled from a golf course lake by a twelve year old. Hard to top, however, was the catch recorded by brothers Christopher and Michael Hoffman. While fishing with their dad along Lake Ronkonkoma's south shore, these young anglers reeled a mail box, complete with mail, from the murky depths. Among other items, the box contained intact a car title which, naturally, was creeled and sent on to the rightful owner. I can't wait to see what 1988 has in store for us. Can you?

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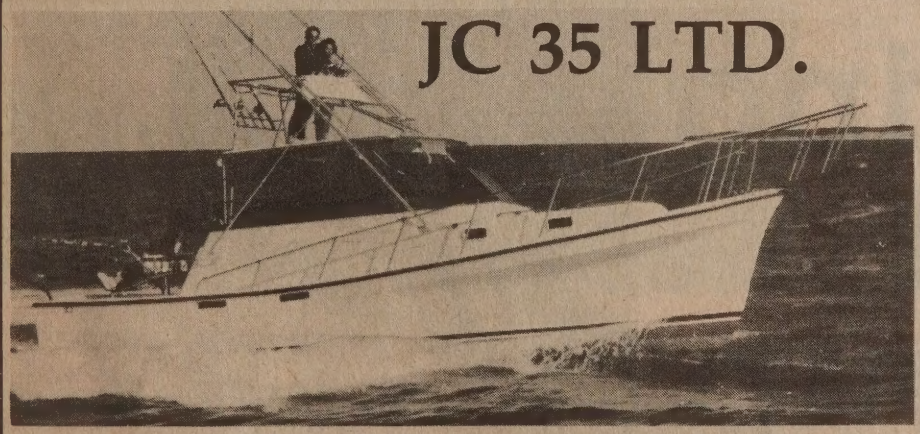

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1988 Fishing Boat Lineup

Part 2

By John N. Raguso

Continuing with the second wave of our three-part series on 1988's latest small-to-mid sized fishing boats, we're going to review the products from Robalo, North Coast, Sea Ox, Aquasport, Stamas, S2's Pursuit, Albemarle, Dusky and SeaCraft.

Robalo: A call down to Communications Director Terri Atchley uncovered that this Sanford, Florida company has a number of interesting things to offer for the '88 season. First off, they've extended their warranty from 12 months up to a full 7 years, a move that's bound to give consumers more confidence if they're considering a Robalo rig.

Robalo has also increased its stable of wide-body ponies with the addition of a pair of 23 and 25 foot full cuddy cabin layouts. These are both unique in the sense that they are offered in I/O power only. Terri was not at liberty to explain the rationale for this curious move, but I'm sure that it's an interesting one, considering the loop-charged outboard's efficiency, reliability and preference for boats in this size range.

The R2565 is based on a 25 foot length with an 8.5 foot beam, and weighs in at 4774 lbs. It carries a 150 gal. fuel cell in addition to an 8 gal. freshwater tank. According to a Cobia/Robalo press release, the cabin harbors an enclosed deluxe chemical head with dockside pump-out, a galley with ice box, stainless steel sink and alcohol stove, and a dinette table with bunk filler cushion. The R2565 has a spacious cockpit and combined with high freeboard and bolster pads, offers extra comfort when boarding large fish. Standard power is a 5.7 liter Mercruiser 260 hp V8, with twin 4.3L 175 hp Mercs a choice for dual engine enthusiasts.

The R2365 is an even 23' on the centerline with an 8.5' beam. Fuel capacity of 105 gal. with 8 gal. of freshwater. A 5.0 liter 230 hp Mercruiser I/O is standard, and either a larger single 260 V8 or twin 3.0 liter 130 hp Mercs are optional. Both boats come with an insulated fish box under each pedestal seat, along with a larger fish box under the cockpit sole, foam flotation, power steering, a fiberglass bow pulpit and much more.

North Coast: Kim and Jay Bradley start their second year away from the Blackfin fold with an inboard version of their favorably accepted 24 foot full cuddy layout. As noted in The Fisherman's Boats for Anglers review last year, this is a serious blue water hull designed by Charlie Jannace of Blackfin fame, incorporating a razor-like 54 degree forward deadrise and 23.5 degrees aft. I believe that the twin inboard version of this craft offered for 1988 will give even more beef below the waterline and thus a better ride to a boat already known for its sea-keeping abilities. The new inboard layout will offer twin Crusader 305 C.I.D./220 hp mini V8s as standard power, with a pair of Volvo TAMD 31 diesels as an option. Whichever inboard power you choose, the boat's approximate weight in this configuration will approach 7500 lbs. dry, and that's a load! Fuel capacity will be 183 gal. for gas and 145 gal. for diesel boats. Both inboards are equipped with dual lift-out, 4 foot long fish boxes along with a livewell situated under the deck. The engine boxes are mounted near the helm, where dual pedestal seats are affixed to make efficient use of space.

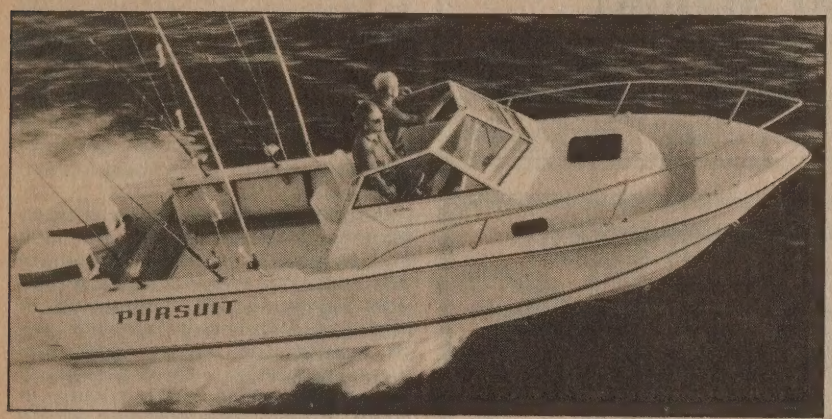
Kim and company are also making a jump up in size class for 1988 with a 31 foot Tournament Fisherman planned to be launched at this year's New York Boat Show. It is based on the same C.J. Jannace deep vee hull with 54 degree forward entry and 22 degrees aft, and includes a unique forward deck which has been recessed 3.5" for ease in getting to the bow. The command-type helm area is raised 15" above the deck for superior visibilty and the helm station offers an interesting arrangement where most of your electronic arsenal can be flush-mounted out of harm's way. The motors sit under the sole, and the access hatches are flush with the deck to provide maximum fish-fighting room in the cockpit. A pair of 60" long fish boxes are also mounted under the cockpit sole in addition to a recirculation livewell. An L-shaped galley with 6-person dinette and king size bed heads the list of cabin appointments. The 31 features standard gas 454 Crusaders, with a twin Caterpillar or Detroit diesel option. Fuel capacity is 275 gallons with a 50 gal. freshwater tank. Both the 31 and the 24 North Coast come with a 5 year hull warranty.

Robalo 2565 Cuddy

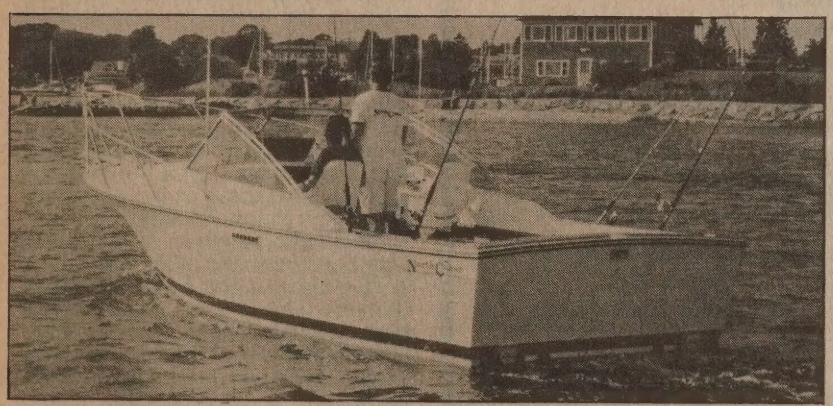
Sea Ox: The herd of Sea Oxen remains relatively unchanged for the new year, with one major exception: a new wide-body 25 footer is fresh off the drawing board, scheduled to make its debut at the New York Boat Show's Jacob Javits convention center. Graham Flannagan and his design team have broken new ground with this yearling, since the 250 C's deep vee hull is a radical departure from the flatter-bottomed modified vees typically used on the majority of other oxen. It incorporates a 19 degree deadrise angle at the transom with an 8.5' beam, and employs the ever-popular walkaround cuddy layout. A 1 oz. layer of chopped mat is applied as a skin coat to prevent blistering, and the rest of the lay-up is hand-laid with the conventional 24 oz. woven roving and 1.5 oz. mat reinforcements. This baby is more like a buffalo with its beefy 4500 lb. dry weight, without power.

The cabin includes a freshwater sink, twin vee berths, an optional fold-down upper bunk similar to that found on the Grady-White 230 Gulfstream, room to store a Porta-Potti, plus 6' 1" headroom.

A step up from the spacious deck allows the captain excellent visibility from the helm. The 250 C makes efficient use of her layout, with twin insulated rounded wells just abaft of her pedestal seats, which are mounted atop molded fiberglass boxes that incorporate a recessed storage drawer underneath each. A huge 6.5'L by 20"W by 12"D fish box is situated under the command helm deck, and bouncing down to the cockpit you'll find a generous portion of space to call your crew to battle stations with your favorite blue water species. Power formats are either bracket-mounted outboards, OMC Sea Drive, or I/O. Fuel capacity for the outboards is 190 gal. and 175 gal. for the I/Os. Look for a review on the 250 C in The Fisherman's Boats for Anglers column, sometime in the early summer.



Pursuit 2350 Cuddy


North Coast 24

Aquasport 281 C

Aquasport: This Hialeah-based organization is rapidly approaching its 25th year in the business (1989), and as such is taking a step back in 1988 to reinstitute some of the quality measures that have made this firm one of America's largest and most trusted boatbuilders.

Marketing manager Bud Reed informed me that for '88, Aquasport will be offering a 15-year hull warranty that will continue into the next century! He states that with all the retooling and revisions going into the current crop of boats, this warranty is a way of keeping the faith with their loyal followers.

New for this season is the 281 series cuddy cabin boat which comes in two different models. One is the 281 C (for Coho) which is laid out primarily for those who ply large bodies of freshwater for their sport. The 281 FF (Family Fisherman) is for the saltwater crowd and features many of those standard items that offshore types find indispensable. Both boats share the identical 20 degree deep vee hull and from a power standpoint are equipped only one way: with a single gas inboard. The reasonable price of either boat will make you think twice about passing one up, and fuel capacity is 150 gal. Look for a boat review on the 281 FF in the next few weeks in our BFA column.

also news for this year are some revisions to the popular 25 Center Console Professional. The fuel capacity has been increased to 200 gal. (up from 120 gal.) and Aquasport has brought back the massive above-deck fish box that is mounted foward of the CCP's console and measures an incredible 6'L x 3'W x 2' D. You could probably ice an entire week's catch in this coffin! The 271 Osprey has been redesignated the 281 Osprey, and Bud Reed promised that next year at this time, there will be some special silver anniversary models ready for introduction.

Stamas: The big scoop from this Florida boatbuilder is a new 23 foot wide body for the 1988 model year. Scheduled for a Javits Center appearance at the New York Boat Show, this latest offering from those reputable Greeks from Tarpon Springs is meant to be in the words of George Stamas, "...a fishing boat with cruising amenities."

Based on the now ubiquitous 8.5' beam, this full cuddy cabin craft measures 23' on the centerline, but approximately 26' if you include the integrated fiberglass bow pulpit and outboard dive platform bracket. It

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resembles a scaled down Family Fisherman in its lines, and comes in outboard bracket only. The 23 features 3-piece construction (hull, liner and deck), stainless steel hardware, three insulated fish wells, plus 100 gal. standard fuel capacity with 158 gal. as an option. The cabin includes an enclosed head, galley and a dinette between the vee berths.

Also new for 1988 is an outboard bracket version of last season's big hit, the 288 Liberty. This beauty is based on an 11' 2'' beam and comes standard with a 196 gal. fuel cell, with recommended power being a pair of 220 or 225 hp outboards. All Stamas boats carry a 5-year hull warranty.

S2/Pursuit: The burgeoning new year brings yet another wide-body 23 footer to the marketplace in the form of Pursuit's new 2350. Leon Slikker's S2 organization was one of the first builders to go to an over-wide beam on their 2600 Cuddy four seasons ago. It was a gutsy move back then, anticipating that trailerable beam laws would be revised, and now that it's come to pass, everyone and their mother is jumping on the bigger beam bandwagon.

According to Communications Manager John Marcus, this new 2350 and all other Pursuits 26' in length and under, are manufactured in their Fort Pierce, Florida facility, not in Michigan. This new walkaround cuddy features the proven Tiara paraplane vee bottom with 16 degrees of transom deadrise, and comes in either single or twin outboard, single OMC Sea Drive, or single I/O power formats. Her weight is approximately 3000 lbs. in the outboard configuration and 4100 pounds with an I/O. You can attach up to 280 outboard ponies to her stern and the standard 124 gal. fuel cell should provide adequate range for moderate offshore duty. This boat comes with a five year hull warranty and some of the best fiberglass work in the industry.

Albemarle: Another of the small boat builders that's made the leap to the big leagues, the news from down Carolina way is that the Albemarle folks have launched a 32 foot convertible flybridge sportfisher for 1988. Sales V.P. Owen Maxwell describes the Queen of the Albemarle fleet in tender terms, and if the reviews I've already read on this beauty are even half accurate, this boat is going to be a winner in that size class.

Whereas the 24 and 27 cuddies currently in the Albemarle line-up are more in the "day boat" mold, this 32 SF has definite overnight and weekend capabilities. There's a forward stateroom that will sleep two quite comfortably, as well as store a ton of gear. Moving aft, a full stand-up head is next, followed by a complete and efficient galley with a microwave and S/S/ sink. In the salon, there's additional sleeping facilities via the convertible lounge and a bar to entertain guests or to feed the crew.

Her hull measures 32' 2" in length with a 10' 11" beam, incorporating an

18 degree deadrise aft and a sharp entry forward to tame the offshore seas. Fuel capacity is 330 gal. and this heavyweight weighs in at a beefy 15,000 lbs. Standard power is a pair of 454 cube gas Crusaders, and a diesel option is available. The gas engines should provide cruise speeds in the low 30 MPH range, with a 40 MPH top end. As with all Albemarle boats, this 32 flybridge comes with a 5-year hull warranty.

Dusky: Talking to Communications Manager Pat Brown, she says that there will be two new Duskies for 1988., First off, a 25' x 8' hull will be scheduled for a February unveiling. It will have a 20 degree deep vee bottom with a 160 gal. fuel capacity and will be built in center console, center console cuddy and walkaround cuddy layouts. Power formats include single or twin outboards, Sea Drives, Dusky bracket drives, single inboard,or single I/O. The last two power choices come in either gas or diesel.

Also new for this season is a 17' by 7' 3" center console with an aggressive 20 degree transom deadrise. It's 6 inches longer than their former 17 and has a built-in 40 gal. fuel cell. For anyone who's interested in this little gem, she'll make her appearance at the Miami International Boat Show in February.

SeaCraft: The big news for '88 is that SeaCraft has been acquired by the Bass Tracker organization. The transaction took place back in July of 1987 and it's going to create an interesting environment for both the company that first brought us that legendary variable deadrise hull and the consuming public. The first move for the new managers was to bring aboard former Wellcraft exec Bob Trolian to run the fiberglass operation. In a conversation with Bob, he remarked that the initial goal of the Bass Tracker folks is to bring back the good name and quality rep that first put SeaCraft on the map. They are currently going through a retooling process and will be shifting the factory to larger headquarters as of January, 1988.

Once the dust has settled, a new 25' x 8.5' walkaround cuddy will come off the line and this is the one and the same hull that I've been hinting the SeaCraft folks have been working on for the last few years, so my prediction will finally come to pass, albeit a few years late. Another benefit that the Bass Tracker team brings to the party is a sophisticated marketing and distribution operation for these boats via their Bass Pro Shops magazine. I've seen some of the prices they've been selling these SeaCrafts for pre-rigged with Mercury Black Max outboard and the number for a turn key 27 CC with twin 200s is roughly equal to what SeaCraft dealers were asking for the plain unpowered hull just a year ago!

In the next issue we'll wrap up our annual treatise on the new 1988 fleet, so be sure to keep the channel dial where it is. See you next week!

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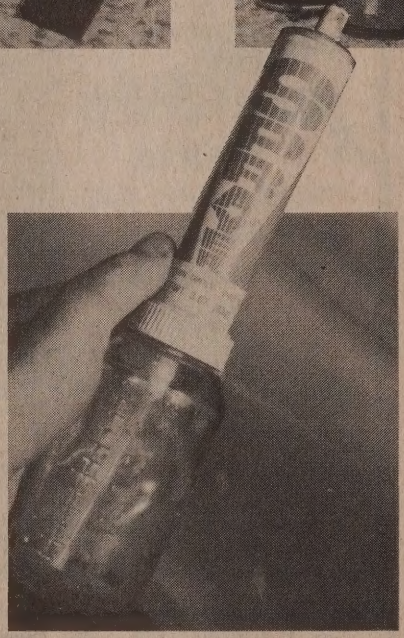
Buggy Repair Part 1

By William A. Muller

BODY WORK



If you own a "beach buggy" (4-wheel drive vehicle for surf fishing), then sooner or later you'll have to confront the reality of body rot on your vehicle. It is true that modern rust proofing techniques, both at the factory and after purchase, do reduce the rust hazard a lot, but virtually all vehicles will rust somewhere sooner or later. Fender wells and rocker panels are the most likely candidates for decay, but wherever it occurs you can bet the sand, salt, and constant humidity played big roles in that decay.

Therefore, it isn't difficult to understand why most owners are interested in ways to keep that body rot free, and to repair the damage of time and salt and neglect.

There are five choices that I can think of:

1. Trade in the old buggy and buy a new one. Estimated cost for most vehicles—$15,000 plus!

2. Take the vehicle to a body shop. Estimated cost: if the work is significant enough to demand a pro, hundreds, perhaps thousands of $$.

3. Cut out and replace panels and section with similar ones off junk yard vehicles. Estimated cost: reasonable, matching colors and models is tough, work is not easy and requires special tools.

4. Pop rivet aluminum sheet patches over rotted holes.

5. Newer approach.

All of the above will work. Of the five, the first is probably the most outrageous for most of us. The third isn't bad, but it takes a lot of time to find the right piece from the right year of the right model. Depending upon how fussy you are about the quality and condition of the replacement section and what you have to do to install it and do the finish work, this approach can cost a lot of money in addition to time.

The second will undoubtedly give the best results, but exclusive of total vehicle replacement, will cost the most. In addition, your vehicle will be off the beach for anywhere from most of a week to several weeks.

The fourth approach is favored by a lot of owners, because it is relatively easy, gives a strong result, and in general gets the job done.

The subject of this series of articles, however, will be to discuss the new approach and materials that can be used. Some may argue that this approach won't last either. On that I can offer no opinion. I did major restoration on my 1972 Blazer this summer, including body work, and it will take some time before I'll know if it holds up to the ravages of beach use, yet I was impressed with the technology and I'd like to pass this information on to you. Maybe you'll try it too.

I'll tell you the supplies I bought to do the work I did, I'll tell you how much it cost, and something about my level of satisfaction. Then you can decide if this approach might help you.

I was a neophyte to this stuff, but I knew enough to know that I had to

start somewhere. Smart, yes?! Mind you, at this point, I didn't know what I needed, only that I needed! So, I made my way to a store that sells body repair materials retail. I ended up at Abeles Lewit Long Island, Inc., 509 Commack Road, Deer Park, NY. The people there were not only friendly, but in being helpful they didn't make me feel like a simpleton. I told them what I wanted to do and they began to make suggestions. They recommended I use the state-of-the-art materials. I was cautious, because right away I figured I'd need expensive fancy tools. Not so, they said!

Materials Purchased:

1 tube red putty	$4.68
2 sheets sandpaper (metal)	$1.30
2 Power units + reservoir	$8.72
1 qt. plastic + hardener	$4.68
1 12-oz. Spray foam	$8.75
1 qt. rust proof liquid	$8.91
1 qt. polishing glaze, machine	$11.06
1 qt. Lucite lacquer	$10.51
1 can Rustoleum, black	$4.25
1 can primer	$3.88
1 gal. thinner	$8.97
2 plastic squeezers	$.30
Tax	$5.72
Total:	**$81.79**

A nice thing to point out is that for all the body work materials, I have enough stuff left over for future work. Not so lucky with the painting supplies.

For those who are wondering about tools. I used the power drill that I've owned for sometime for sanding work. I did purchase an electric polishing tool for about $100. I did so for several reasons. First, the compounding or glaze work for virtually the entire vehicle would have been a big chore to do by hand. Second, I've wanted one for many years. Third, I knew that the tool would cut down on grooming time for both the buggy and the car from several hours to about 15 minutes a vehicle minus washing and drying. For me, this justified the investment. You can do the polishing work by hand after you paint, but let me warn you, it isn't fun and it takes a lot of time and patience. If you can borrow, buy, or already own a good polisher, you are ahead of the game by a long shot. If you are going to beg, borrow, or buy, don't get a cheaper model. Believe me, you'll appreciate both the backbone of the tool and the diameter of the polishing surface that better tools provide.

Do not use your electric power drill. The RPMs are too high. Experienced workers can get away with such a tool, but other than these folks, the rest of us are much better off with a proper polisher.

As you can see, this approach requires very little in the way of special tools, is rather safe, quite easy to use, and rather inexpensive.

Next week, I'll discuss how to get the vehicle ready for the actual repair work.

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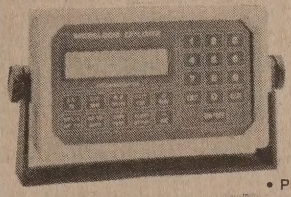

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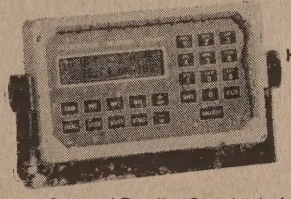

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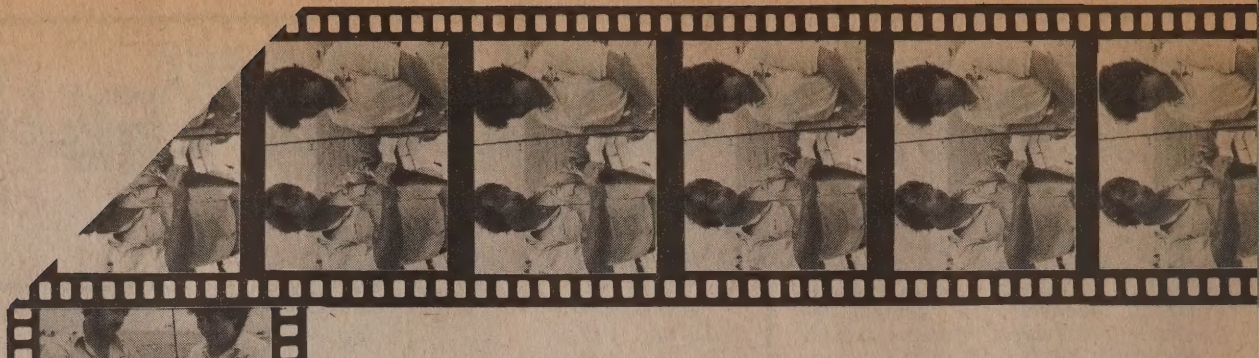
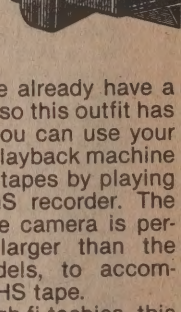


Do it Fishing

By Keith



Picture 30 fishermen crowded into the living room of a cottage in a North Carolina fish camp, their eyes glued to a color television set. On the TV screen, angler Allen Faulkner of St. Michaels, Maryland, is hunkered down on the deck, jammed between the console and gunwale of John Travers' center console boat, fighting a huge fish. An 80 pound class rod and reel is clenched in Faulkner's hands and the drag clicker is screaming. Faulkner is attached by his slender line to a 10 foot long thresher shark and the animal really doesn't want to come to the boat— any more than the angler wants to give up the fight.

At this point, most fishermen tend to make some comments on the video tape about the fish's ancestry—and the fact that the butt of the rod is digging into their groinal area—that might not play too well in front of the wife and kiddies.

This is the angling style of the late 1980s and early 1990s. Faulkner caught his shark that same afternoon, and his buddies watched him catch it again that evening, via the electronic magic of television. Travers carried an 8mm home video camera with him off Cape Lookout, NC, when they went after king mackerel. What they caught mostly was 50 to 70 pound amberjack. But, what Faulkner wanted most was a shark. Any shark. And video movies to take home.

The prehistoric days when Og, the cave man, had to drag his dead mastodon back to the cave to show the family are long gone. Now you don't even have to wait for your movie film to come back from the lab. Just release your marine animal, rewind the video tape, hook the camera up to any TV, pop some corn and a can top, and show the tape.

A quick peek at any discounter's catalog will show you that an investment of about $1,000 will be necessary to get the proper equipment to shoot home videos. The crafty angler who wants to shoot fishing films might justify his thousand buck investment to the better half by telling her how neat it would be to have videos of the kids (dog, grandparents, or fishing worm collection, whatever) to watch when they are too old to do anything else.

Several systems are available to the fishing videographer: VHS, S-VHS, VHS-C. BETA and Video-8 (8mm).

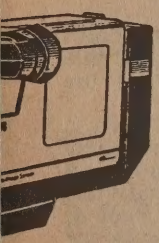
VHS: Many people already have a home VHS recorder, so this outfit has some advantages. You can use your camera as an extra playback machine for duplicating VHS tapes by playing into your home VHS recorder. The drawback is that the camera is perhaps three times larger than the smallest 8mm models, to accommodate the larger VHS tape.

S-VHS: For the high-fi techies, this new "broadcast quality" format, with its 400 lines of horizontal resolution, far exceeds the everyday broadcast quality of 240 lines of horizontal resolution. And, with the addition of stereo sound, one can imagine a group of big game anglers viewing a wall-sized TV projection screen, where the angler on screen right is complaining about his sore muscles from the right speaker while the mate's salty comments come out of the left speaker when he grabs the leader attached to a rampaging marlin.

VHS-C: Here the camera is smaller than standard VHS because the VHS-C tape is much smaller. An adapter allows you to play your VHS-C tapes in your standard VHS home recorder. You can also hook your camera to the TV and play back from the camera, or

Yourself Videos

Walters



re-record from the camera into a standard VHS tape recorder.

Beta: Beta folks have long competed with VHS, and have promised a new high-resolution format, Extended Definition Beta (ED Beta), but at this writing, it's not available here. Beta is still popular, but we know of only one person with a Beta recorder.

Video 8: The wave of the future. Its miniature cassette is about the same size as a standard audio casette, hence the 8mm camera is smaller and more suited to the cramped quarters on small boats. One maker's 8mm video camera weighs only 3 pounds and will give up to two hours of recording time on one tape! The 8mm camera also serves as a playback machine when it is hooked into the TV set, or when editing or transferring your finished production onto VHS tape. Over 125 electronics manufacturers have agreed to the present 8mm standards and 15 companies are making 8mm equipment.

Accessories: At least one extra battery pack is a must, since there are no recharging facilities offshore. For the perfectionist concerned with filling shadows in strong sunlight, or shooting in dim boat cabins or at the fish camp after dark, battery powered portable lights are available from professional motion picture supply houses. Lighting for nighttime fishing action aboard small boats is also available by using the high-powered hand-held spotlights that plug into the boat's cigarette lighter socket, but they have a strong "hotspot" right in the centers, and a diffuser in front of the lamp is necessary. The video pro will want to avoid the effects of strong wind in the camera-mounted microphone by hiding a wireless mike on the "actor" and plugging the mike's separate receiver into the camera. Using the wireless mike, you can record your actors at some distance from the camera. There is only one choice in watertight camera cases for on or offshore work: the Pelican. It comes in several sizes, is made of sturdy fiberglass and its O-ring seal will keep the ocean spray from ruining your delicate electronics.

On the above systems, you pay your money and take your choice. Screen quality on all of the above is very good. Tape costs vary, and the cost of recording each hour of tape can be a deciding factor. It would be best to research video systems just before buying, as this is a fast changing technology.

To avoid boring your viewers, take a few tips from the TV and motion picture shows you see everyday. Avoid zooming if you can. Too much zooming is the mark of an amateur and it makes viewers dizzy, anyway. Use the zoom lens for rapid setup and framing of the subject, then start shooting. Intersperse quick cuts, closeups and the reactions of onlookers with the action, to speed things up. Today's viewers are sophisticated from watching professional TV. A 45 minute shot of someone fighting *one fish* is *boring*, even if it is an IGFA world record eelpout.

The standard tried-and-true series of shots include: The Long Shot (LS)—a wide establishing shot. The Medium Shot (MS) shows the actors and the action. The Closeup (CU) is generally the area covered by one or two people, and the Extra Closeup (ECU) might only include a rig, a single lure or the line disappearing from a reel spool. Vary the LS, MS, CU, ECU sequence occasionally for added interest. Vary the camera angle. Don't always shoot from eye level. Shots from above, even from floor level looking up, add interest.

Make a few establishing shots in the beginning—the marina, the boat's transom with the craft's name painted on it, loading gear aboard, heading out the inlet, closeups of faces. Show closeups of rigs, lures and tackle. Try for some humor, maybe someone asleep in the fighting chair when a fish strikes. Flying bridges are a good place to shoot from while boating the fish, particularly with a lot of billfish action in the cockpit. Some angler/videographers insist on leaving the reel's clicker on for added suspense as the fish takes line. Wrap up the shot with the weigh in or fish cleaning.

Hold the camera as steady as possible. A wobbly camera makes viewers seasick. Keep the horizon level in the view finder. Use the camera's fancy built-in fade-in and fade-outs and dating/timing capabilities sparingly. A fade-out followed by a fade-in denotes the passage of time. Quick cutting between short shots speeds up the action; longer shots slow it down. Include some of both. Vary, vary, vary that pacing to keep your viewers interested!

While Faulkner was busy fighting his shark offshore, Paul Butler, his son Mike and Harold Evans, were fishing near the Morehead City, NC, inlet in Paul's new 24 foot Grady White walkaround cuddy. That day, king mackerel strikes were few and far between, but amberjack were grabbing their live pinfish baits with alarming regularity. They seemed to have an "A.J." on almost constantly. Mike Butler recorded much of the action on his 8mm video camera, and later others were able to watch the Butlers and Evans on TV as they lipgaffed amberjack, removed the hooks and rejuvenated the fish before releasing them. Amberjack were fought to boatside although the Butlers don't consider them good eating, because the amberjack's fight is similar to that of the delicious cobia.

Releasing game fish after a good fight can be more enjoyable than piling inedible fish on the dock for pictures. These handy little video cameras will bring home the pictures of your battle in living color, and perhaps with a rather colorful sound track.

Remember, if you invite the preacher for dinner and home/fishing videos, keep the volume way down.

The Finishing Touch

By C. Boyd Pfeiffer

Any rod wrap of any newly built custom rod or rod repair guide replacement must be coated with a protective finish. All finishes used to be varnish, but today almost all rod builders, rod repairmen and home craftsmen use epoxy finishes. That's both good and bad. The good is that the epoxy finishes are high gloss, usually require only one coat, are very durable and very attractive. The old varnishes required many coats, did not last more than a season or two, discolored rapidly to an amber or brown hue and did little to make a rod attractive.

The bad with the new finishes is that they are two-part epoxies that require good mixing, set rapidly and so require fast application, and the rod must be turned once the finish is added to prevent the epoxy from sagging and dripping.

All these problems are easily solvable though, with a little advance knowledge, preparation and planning.

The epoxies used for rod finish are not epoxy glues, since epoxy glues are stiff and hard when cured. Epoxy rod finishes remain flexible for the bending of the rod, even though they have a high gloss hard finish.

Epoxies come in both spray (G-96) and liquid forms. The spray kind can be used to finish rod wraps, but is much more wasteful, since the spray cannot be controlled to hit only the wrap. Spray epoxies are fine for refinishing an entire stripped blank.

Rod finish epoxies are two part, with most requiring equal parts mixed together. Epoxy finishes are like varnishes in one respect: if a color preserver is not used, the color of the thread will change. Without a color preserver, dark threads will darken, light threads will become lighter and all threads will become transluscent and allow the guide foot to show through lightly.

Once your rod is wrapped—including wraps on all the guide feet, decorative wraps at the tiptop and above the handle, reinforcing wraps at the ferrules—begin by coating the wraps liberally with a color preserver. Before beginning, make sure that all the wraps are uniform, that the guides are in line, that there are no gaps in the thread wraps. Since the color preserver will lightly "cement" the wraps to the rod blank, wraps can't be adjusted once the first coat of color preserver is added.

All manufacturers agree that it is best to use a color preserver of the same manufacture as the epoxy finish, to ensure compatability.

Most color preservers, such as those from Flex Coat, have a water clean up so that any small brush can be used. The Flex Coat color preserver is whitish, almost like a thin milk. Apply it with a small brush coating the entire wrap. Begin at one end of the rod and continue all the way to the other end, coating every wrap. The liberal coating allows the color preserver to completely penetrate the thread for full protection.

One problem is that too liberal a coating left on the rod wraps will "float" on top of the wrap and end up with a shiny, whitish coating. To prevent this, blot each wrap with a lint free cloth or paper towel to soak up any excess preserver. Allow this to cure overnight unless adding a second coat (necessary only on heavy rods with double or triple wrapped thread, using E or EE size thread). If adding a second coat, this can be done 15 to 30 minutes after the first coat is blotted dry.

To check for complete curing, make sure that the color preserver is completely soaked in and dry. Smell the wrap, since any slight chemical smell indicates that curing is not yet complete.

Once the color preserver is completely cured, add the epoxy finish. First, the two parts of the epoxy finish must be mixed. Some finishes like Flex Coat come with color coded syringes for mixing. Do *NOT* use any other type of syringe, such as those available for diabetics, since all medical syringes have an internal silicon lubrication that plays havoc with epoxy.

Use syringes or small disposable mixing cups (usually marked in ounces, mls., grams, etc.) to measure equal parts. To mix the two parts, use a round—not flat-sided—stirrer. Flat stirrers, according to Roger Siders, president of Flex Coat, will mix hard-to-remove air bubbles into the epoxy. Mix thoroughly for several minutes, but do not try to beat the epoxy into a whipped cream froth.

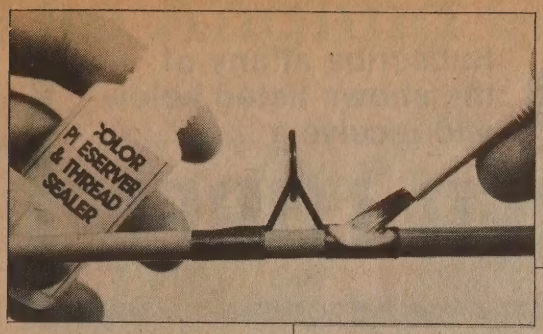
(Make sure that *EQUAL* parts of epoxy are used. Too little "hardener" will make the finish very stiff; too much hardener will make the finish soft or even sticky. I know that this sounds contradictory, but it's the truth!)

Once the epoxy is mixed (usually in the mixing cup), remove the epoxy from this container and spread it on a thin sheet of plastic or aluminum foil. You must get the mixture "out of mass" as Siders calls it, since the concentrated mass of epoxy will heat up as the catalytic reaction takes place and sets up rapidly. Spreading the mixture out on a thin sheet extends curing time. In addition, the aluminum foil helps to dissipate heat, also extending curing time. If making a large batch for several rods, this sheet can be placed on a tray of ice cubes to further extend curing.

The spreading of the mixture also helps any small air bubbles to dissipate. In addition, it seems to help by breathing forcefully on the mixture, although experts are not sure why (change of vapor pressure, carbon dioxide or what) this works. However, small air bubbles will pop to the surface when this is done.

Before beginning to coat, you will need some way to rotate the rod once the coating is complete. Professional rod curers are available from tackle supply shops, but you can also blind seat a rubber butt cap on the end of a squared off dowel into the square hole of a low RPM rotisserie motor. Anything from about one to 60 RPMs will work fine.

Begin by using a small brush to spread the epoxy on one wrap at one end of the rod. First, wrap around the ends of the wrap, and then longitudinally along the length of the wrap. Once the wraps are all completely



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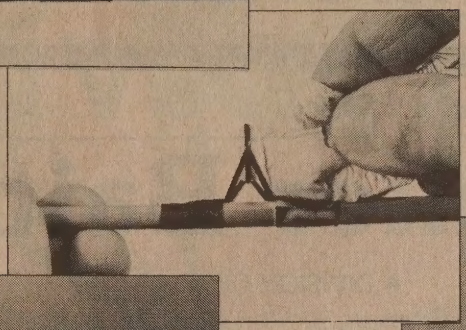

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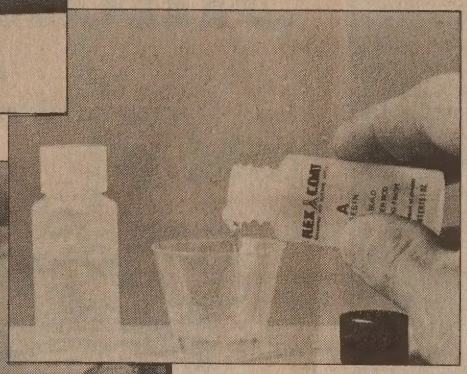
1. First step in finishing the guide wrap is to give it a good coat of color preserver so that the thread will not become transparent or change color.
2. Once the color preserver soaks into the wraps, it must be blotted to remove any excess. If this is not done, the color preserver will "float," making for a mottled effect.
3. Epoxy rod finish (NOT glue!) is mixed in a mixing cup or with syringes supplied with some brands (Flex Coat) of rod finish.

3



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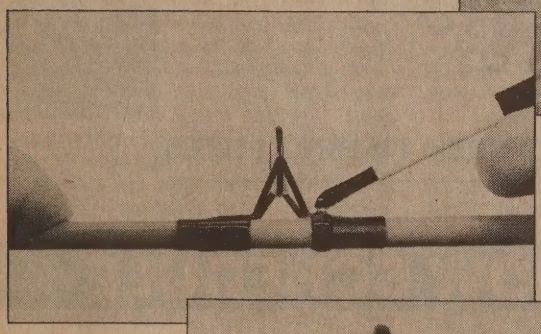

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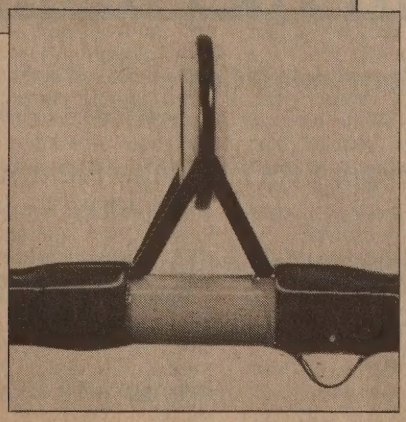
4. An equal amount of part "A" (resin) is added to the cup for mixing.
5. Once the epoxy is mixed thoroughly, pour it out on a sheet to extend its useful life. Aluminum foil is ideal for this.
6. Use a new brush to apply the mixed epoxy. Apply first at the edges as shown, then fill in the middle area. Use a strong light to detect any missed spots.
7. Rotation of the finished rod is necessary. Otherwise, sags will result that will dry on the rod.



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coated, use a strong overhead light (helpful anyway for this task) to check for any gaps. The light will appear as a long white streak in the finish, and show any gaps or problems. Gaps can be easily touched up with a light brushing of epoxy.

Place the rod in the turning device or turn it by hand for a few hours in a quiet, dust free environment (not when your wife is shaking out the rugs or the kids are combing a shedding dog). After 24 hours, your newly finished rod will be ready for the water.

THE Fisherman

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Suffern, New York ..... March 2 - March 6

By Matt Ahern

Did you know that our fluke, or summer flounder, is believed to be a type of halibut?

...there are over 500 varieties of flounder known to science?

....the common black sea bass can change its sex? This popular party boat fish is one of the few known able to do this from one spawning season to another.

...our common eel shares its Bermuda spawning ground with the European eel? They never interbreed. The newly hatched American eels (called elvers) turn westward as they come out of the Bermuda deeps and return to the same locality from whence their parents came. European eels turn eastward. The only apparent difference in both eels is that the European contains extra rib bones. The parents of both eels die after spawning.

...when newly hatched, all flounder look like every other kind of fish. When less than a quarter-inch, the skull twists, and one eye moves across the head to rest beside the other. The tiny fish then lies on its side with the eyed-side on top. This side becomes dark, while the underside becomes white and is known as the "blind" side.

...flounder that are natural to cold water have eyes on the right side of the body. Warm water flounder, such as our fluke, have eyes on the left side. Occasionally, Nature throws a fast curve and about one in ten thousand warm water flounder have eyes on the right. (Over the years I have caught several fluke like this, but never a "miseyed" winter flounder. I have also caught several all black fluke, but only one all-black winter flounder.)

...clams can swim when newly hatched. A pair of swimmerettes aid them in floating with the prevailing currents. When a few weeks old, each clam develops a "lasso" which is used to anchor itself to the bottom, where they remain until Nature or humans disturb them.

...a large female cod may spawn as many as twelve million eggs.

...cod are the great roamers of the sea. And scavenger. Many beautiful, rare and unknown seashells have been found in cod stomachs. Also discovered have been broken light bulbs, rings, watches, aluminum foil, small toys, wood scraps (possibly from old sunken wrecks), boot heel(s), and even pickle slices.

...most large fish are female. The male rarely exceeds the female in size in most species. For example, a female angler may weigh 75 pounds, while the male is but six inches long.

...the summer flounder, or fluke, spawns during winter and early spring on the Continental Shelf, ranging from Long Island to just below Virginia. Most successful fluke spawning are believed to come from the southern part of its range. The deep water of the Shelf retains warmth until late winter when the cold surface water sinks and starts fluke, and other summer visitors, on their annual migration to warmer inshore waters.

...though not even closely related, kingfish and mackerel share one thing in common: neither has a swim bladder. They must continuously be on the move lest they sink to bottom. This is one reason why they strike a bait or lure so hard.

...when blackfish rest they use rock crevices for this. They will lie on their backs, sides, and even stand on their heads in snug hidey-holes. In the Long Island area, June is usually the big month for blackfish spawning. The males will then chase the females to the surface and prevent their returning to bottom until all eggs are released.

...if you wish to keep blood and sandworms alive for up to several weeks, it isn't too difficult to do so. Soak a dozen or so newspapers in sea water, the amount of newspaper governed by the size of the container being used. **Do not** use fresh water for this!—sea worms will die in minutes if you do! Squeeze out as much water as possible. This is very important. If too much moisture remains, the worms will become soft and die. Make a ball of wet paper the size of your fist and rub it through a piece of quarter inch hardware cloth (or mesh). Place the resulting pellets in any wood or plastic box, and put your worms on top. They will soon work their way to bottom and be happy for sometime. Keep them as cool as possible. Should the pellets dry out, sprinkle a few drops of sea water to refreshen. If you wash the pellets from time to time, they may be used over and over. Just put through the mesh again. Also: **don't** mix blood and sandworm. They will destroy each other. Night crawlers can be kept the same way. Use **fresh** water instead of salt.

...the male fresh water bullhead guards its young. When danger threatens, it opens its large mouth, and the fry swim inside for protection.

...the common night crawler is both male and female.

...if you wish to color killies for fluke fishing, it is easy to do. Simply use a plastic bucket of the color desired for your killies and allow them to swim inside an hour or so. Weakfishermen should try pink killies this spring. Tiderunners love 'em!

...with this new fishing year upon us, I've just been struck with the sudden thought that I've got 48 more of these "pearls of wisdom" to write before it is over. Oh my!

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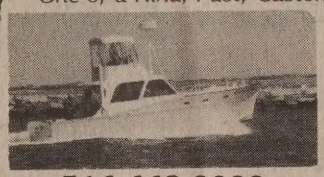

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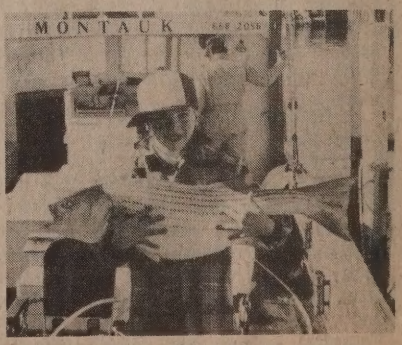

Seven-year-old John Scarduzio with his first "keeper" striper. The 18½ lber. was caught during a November charter aboard the "Montauk."

East End Report

with Mrs. Lorry Mangan

Montauk bore more of a resemblance to a frozen wasteland than to the sport fishing capital of the world. There was nothing stirring during the week, but the **Viking Starship** which is scheduled for weekend sailings through the winter did manage to sail on Sunday. The remainder of the south fork was closed up tight as a result of snow and ice.

MONTAUK

Captain Bill Urvalek reported that 14 fares sailed aboard the **Starship** on Sunday. They were well rewarded with close to 100 cod, some of which ranged up to 40 lbs. The skipper figured that most of the fares managed between 5 and 8 cod. Scotty Geary accounted for 8 cod to 40 pounds. All of the action was on bait at the CIA Grounds.

If you're visiting the New York Boat Show this weekend, be sure to stop by the Montauk Captains Association booth. I bumped into both Captains Bill Ricca, **Alyssa Ann** and Captain Zac Grossman of the **Mako Express**. Both were already booking charters for the upcoming season and reliving last year's fishing.

SOUTH FORK

As we said in the intro, things are mighty quiet around this part of the island and until the first flounder begin to stir in March, don't expect to hear much from here.

The Piasio group with a catch of stripers that included fish of 36, 40, 44 and 46 lbs. taken at Montauk aboard the charter boat, Blue Fin IV.

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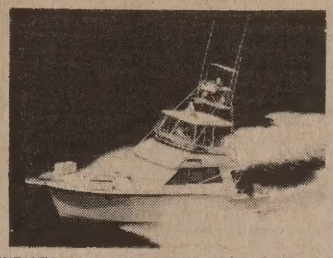

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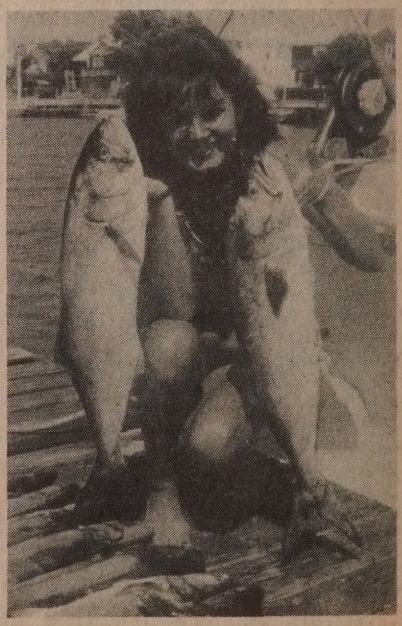
South Shore Report

with Fred Golofaro

Last week's Arctic like weather, along with a pair of snowstorms took the starch out of whatever fishing plans any die-hards may have had. The ice and storms kept the Captree Open boat fleet locked in port all week long and it wasn't until Sunday that they were able to sail again. Ice on all of the creeks wiped out whatever perch fishing possibilities had existed. Many anglers instead opted to take in the opening weekend at the New York Boat Show at Jacob Javits Convention Center.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Paul Graniello of **J&J Tackle in Patchogue** was enjoying his current banker's hours when I called Monday AM. He noted that the shop has kept busy supplying duck hunters with steel shot, guns and other equipment for much of the winter. He reminded that goose season remains open and the second half of the special broadbill season is still to come. On the fishing front, solid ice on all of the creeks, as well as the bay, has wiped out any thoughts of white perch. Paul



Norha Marks with part of a fine catch of blues trolled last summer at Cholera aboard the private boat, Little One III.

Billy Riedman caught this big blue last October while fishing out of Jones Inlet aboard the family boat, White Phantom.

noted that the shop is stocked with night crawlers and if the weather thaws there should be perch in the local creeks. The shop's winter hours are generally 9AM to 6PM, Monday through Saturday and 9 to 3 on Sunday.

Over at **J&R Sport Center in Oakdale**, Dave Canale said that he could count the number of guys in for bait all week long on one hand. There have been no perch reports as local creeks and the Connetquot River were frozen up tight all week long. No word on stripers at the Northport power plant as most casters abandoned any thoughts of fishing as a result of the extreme cold that put our area into the deep freeze last week. Two snowstorms didn't help matters either. Dave reminded, though, that should the weather break, they do have night crawlers in stock. He suggested anyone looking for rod repair work or a custom rod stop by now so that they'll be ready to go at the start of the season. Dave also announced the final winners in the shop's trout and weakfish contest. Rich Cleland took the trout division with a brown of 5.13 lbs. taken from the Connetquot River. Wilbur Beikirch took the top weakfish spot with a 12.12 pounder. Both anglers will receive a free mount courtesy of **Fish Unlimited Taxidermy.**

Captain George Tweedy of the **Captree** open boat, **Captain Scotty 3** reported that ice and snowstorms kept the boat in its slip all week long. He was able to slip out on Sunday and prove that there are still cod to be caught on the wrecks south of Fire Island. The skipper said that fares accounted for over 100 cod on Sunday, despite a good heave.

Captain Charlie Kennedy of the

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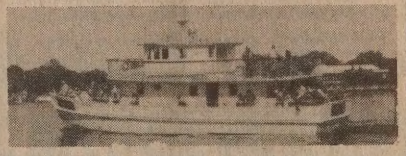

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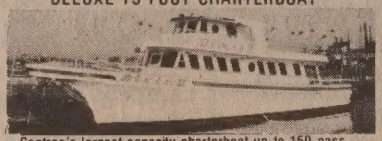

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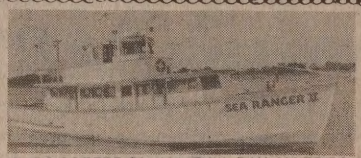

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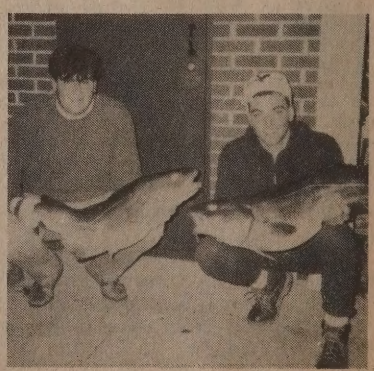


Danny Pacella and Peter Disalvo with a pair of 30 lb. cod caught during a recent trip aboard the Captree open boat, "Speedy VIII."

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	2:50	3:10	3:40	4:00	3:15	3:35	4:35	5:05	5:55	6:35	6:10	6:50	3:00	3:30	1/14
FRI.	3:55	4:20	4:40	5:05	4:25	4:55	5:25	6:05	6:55	7:45	7:10	7:50	3:55	4:25	1/15
SAT.	4:55	5:25	5:40	6:00	5:30	6:00	6:20	6:55	8:00	8:50	8:10	8:45	4:55	5:20	1/16
SUN.	5:55	6:20	6:35	7:00	6:25	6:55	7:10	7:50	9:00	9:50	9:05	9:40	5:45	6:10	1/17
MON.	6:45	7:10	7:30	7:50	7:15	7:50	8:00	8:40	10:00	10:45	10:00	10:35	6:40	7:05	1/18
TUES.	7:35	8:00	8:20	8:45	8:05	8:40	8:55	9:30	10:55	11:40	10:55	11:25	7:30	7:55	1/19
WED.	8:25	8:50	9:15	9:35	9:00	9:35	9:45	10:20	11:50	—	11:45	—	8:20	8:45	1/20
THURS.	9:15	9:45	10:00	10:30	9:50	10:30	10:40	11:15	12:30	12:45	12:15	12:35	9:10	9:35	1/21

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:		RISE:	SET:
THU.	1/14	7:27	4:51
FRI.	1/15	7:27	4:52
SAT.	1/16	7:26	4:53
SUN.	1/17	7:26	4:54
MON.	1/18	7:26	4:55
TUE.	1/19	7:25	4:56
WED.	1/20	7:25	4:57

Moonrise/Moonset

DAY / DATE:		RISE:	SET:
THU.	1/14	2:35AM	12:10PM
FRI.	1/15	3:45AM	12:50PM
SAT.	1/16	5:00AM	1:45PM
SUN.	1/17	6:10AM	2:50PM
MON.	1/18	7:10AM	4:05PM
TUE.	1/19	7:55AM	5:30PM
WED.	1/20	8:30AM	6:55PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
1/19	1/25	2/2	2/10

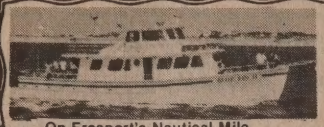
The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	12:10	6:15	12:25	6:40
Fri.	12:55	7:05	1:15	7:35
Sat.	1:50	8:00	2:10	8:30
Sun.	2:45	9:00	3:10	9:35
Mon.	3:50	10:00	4:10	10:30
Tues.	4:45	10:55	5:10	11:30
Wed.	5:45	—	6:20	12:05
Thurs.	6:50	12:40	7:20	1:05

FREEPORT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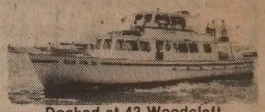
Docked at 43 Woodcleft

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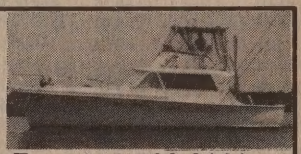

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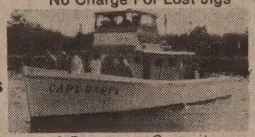

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Captree open boat **Captain Joseph II** said that he remained tied to the dock all week as a result of the ice and storms. He reminded though, that the boat will continue sailing daily for cod, weather permitting. He also noted that there had been some very good action prior to the ice setting in.

Captain Nick Manzari of the **Captree** open boat **Speedy VII** reported that both he and Captain Kenny Higgins who is currently running the **Speedy VIII** spent the week in the barn as a result of the deep freeze. Sunday was the first day out in a week for both boats. Each found slow going with the cod and a good heave left over from the most recent storm did little to help the fishing. Both boats are currently on a daily schedule at 6AM, weather permitting.

John Gattuso at **Augie's Tackle Shop** in Babylon laughed at the suggestion that there might be some fishing news to report. Instead, he reminded that the Babylon Tuna Club will be hosting its annual fishing school at the American Legion Hall in Babylon beginning on February 17th. The eight session course will run through April 6th. Registration is $25 for adults and $15 for those under 18. For more info, call Charles Witek, at (516) 587-2211 or Steve Leder at (516) 683-9112. John added that the shop recently received a complete line of Mirro-Lures along with the full 1988 Shimano product line, including their Beastmaster rod series. They have also expanded the shop's surf fishing department, according to John. Winter hours are 8AM to 4PM, seven days a week.

At **Edelman's** in **Farmingdale**, Frank Pristera invited anglers to stop by and visit the Edelman's Booth at the New York Boat Show this weekend. Edelman's is camped in Boths Numbers 656-658. It's also a good time to register for the annual Edelman's Fire Island Open Tournament slated for Saturday, July 9th. You can register for the tourney and take advantage of an early entry special. The

contest will award $15,000 in cash prizes and another $5,000 in tackle prizes for winners in four divisions. They include mako, other shark, tuna and bluefish. You can call Frank at (516) 249-8080 for more info.

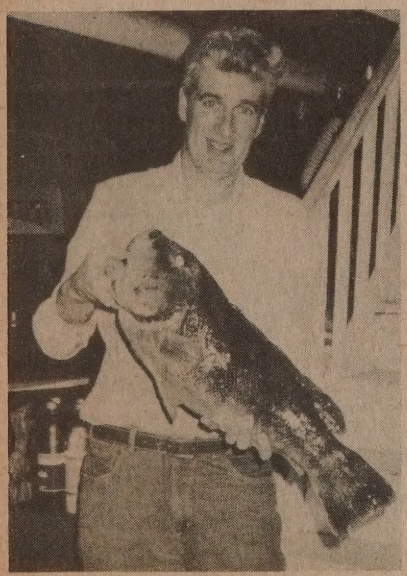
West End Report

with Stu Miller

BRRR! And wipe the snow off the windshield. This has been a very frigid, snowy week with most anglers hugging the hearth and their golden retrievers. The very few trips that were made which turned out to be mainly on Sunday, resulted in some cod being caught with fish up into the 40s. There were also, to the west, catches of ling and blackfish. With a little moderation weatherwise, more boats both party and private will be sailing more often, probably with some nice catches to come of great eating winter species.

WEST END BAYS/ JONES INLET

Mike at **Causeway Tackle in Wantagh** passed on the news that some cod were being taken on private and party boats south and southeast of Cholera this past week on the one or two days that were fishable. Essen-



Steve Rauchut boated this 10.4 lb. bulldog on 10-26-87 aboard the open boat, "Miss Point Lookout."

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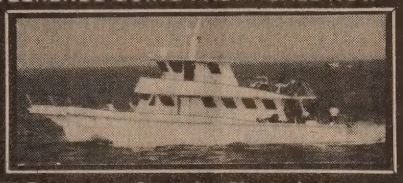

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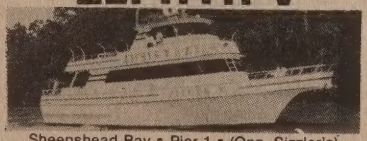

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tially, the wrecks are still alive and healthy and holding fish but the cold weather and snow just kept people away.

Aboard the charter boat **Persuader** out of **Freeport**, we received a call from her skipper that about a week and a half back, he had a three man charter fishing the Yankee Wreck on which they bagged 20 cod, two of which were over 40 lbs. and five fish ran between 15 and 23 lbs.

Aboard Captain Richie Kessinger's **Starstream II**, Sunday was the only day the boat sailed, with 28 fares hoisting 40 cod, with two fish being in the 40 lb. range. Clam is the bait of choice, with the boat working wrecks, rocks and hard bottom.

NEW YORK BIGHT

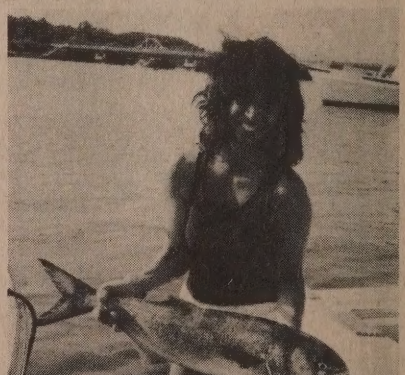
Aboard the open boat **Zephyr** out of **Sheepshead Bay**, we learn of a pretty good day's catch on Sunday, with mixed catches of blacks, cod and ling, with Captain Butch working local grounds and Farms.

According to Charlie at **Mike's Bait and Tackle**, the **Betty W. IV** got out Friday, taking 35 codfish fishing an offshore wreck.

North Shore Report

with Mrs. Lorry Mangan

Ice, cold, wind and snow eliminated any chance of fishing reports, par-



Elaine Bretts and a 12½ lb. blue caught near City Island on a bunker chunk back in July. Subscriber photo.

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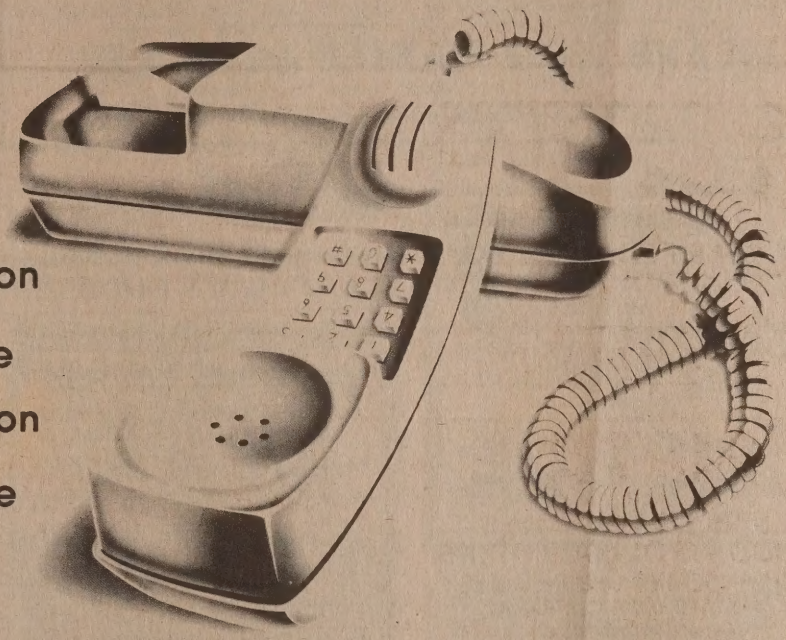

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Anthony Aquino culled this 13 pound blue from Truman's Beach near Orient Point on November 12th. Subscriber photo.

ticularly since the north shore has been closed up tight for weeks already.

NORTH SHORE MID-ISLAND

Bitter cold weather and single digit temperature readings has kept any interest in Lilco stripers at a bare minimum. We have had no recent reports of anyone even attempting to catch stripers at the power plant outflow. When we do, we will be happy to pass along the info.

NORTH FORK

Captain Larry Porter of the open boat **Brand X** announced the boat's big blackfish awards for 1987. He added that all fish were officially weighed at **A.P. White Bait Shop**. Jack Graham of Flushing topped the list with a 12 lb. 8 oz. bulldog. Carl Kirschenbaum of Smithtown nailed down the second spot with an 11 pounder, while Dick Richert of West

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Islip took the third slot with a 10.8 pounder. The first place fish was taken in mid-October, while the latter two winners were caught in November.

Andrew Whitcomb used a Gibbs swimming plug to take this huge 20.15 lb. blue from a Cold Spring Harbor dock. It was weighed at Four Winds Bait and Tackle in Huntington.

Surf Report

with Fred Golofaro

Just a reminder that Operation Christmas Tree will take place this Saturday and Sunday with volunteers meeting at Robert Moses Parking Field 4 at 8AM. Refreshments will be served. For more information, contact LIBBA President Bob Lucchesi at (516) 794-0105. The project is being conducted with the cooperation of the Long Island State Park Commission.

Also of interest to surf fishermen comes word that the Long Island Beach Buggy Association will be manning a booth at this weekend's Hunting and Fishing Expo at SUNY Old Westbury. This is a good opportunity to become a member of this very worthwhile organization, which

Barbara Cohen decked this 10.4 lb. weak aboard the Orient Point based charter boat, "Nancy Ann."

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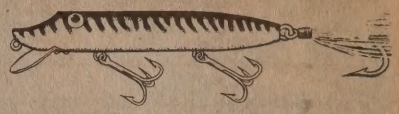

Freshwater Report

with Tom Schlichter

As a result of last week's Arctic blast and frigid temperatures which turned any open body of water to a thick coat of ice, little fishing activity took place in these parts. Anyone really intent on some freshwater action would probably do best to take advantage of the ice and try their hand at ice fishing on Lake Ronkonkoma. Stay tuned for an upcoming art icle discussing this very subject in the weeks ahead.

Dave Canale of **J&R Sport Center** said that he didn't see a trout all week, though he did see a few anglers braving the cold at Bubbles and Rattles. He assumed they were catching small trout since both places were loaded with fish under 10 inches prior to the week. A couple of guys intended to try ice fishing at Ronkonkoma, but no word on how they did.

From Paul Graniello at **J&J Tackle** in Patchogue came word of nothing but cold and ice. Paul noted that while the Carmans was well coated with frozen liquid, anglers should catch some sea runs when it is open. The shop does have night crawlers in stock.

Five-year-old Joseph Maddalena displays his first bass. It was taken last summer at Schroon Lake. Subscriber photo.

The Fisherman's Classified

Rates are 50 cents per word with a 15 word ($7.50) minimum, subscriber rates (non-commercial) are 25 cents per word with a 15 word ($3.75) minimum. Include the number off the subscription label. Discounts for extended runs: 12 times, 5%; 35 times, 10%; 50 times, 15%. Photo classifieds: Add $15 per insert, subscribers add $7.50 per insert. Send classified ad exactly as you wish it to read along with check or money order to: The Fisherman, Post Office Box 1994, Sag Harbor, N.Y. 11963. Call (516) 725-4200 for further info, no phone orders accepted.

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1987 SEAWAY 20' center console. Boat & motor manufacturer's Demo. Less than 10 hrs. VHF, depth finder. Complete inst. Powered by Suzuki 200 hp Anniversary Edition. Compl. w/deluxe trailer. Will deliver. Ask: $20,000. 201-534-5057.

60' CUSTOM BUILT Party Boat, 49 passengers, 100 miles. Can increase. 2 8V71s. Planking 1.5" Juniper. Excl. cond. Built 1978. New boat coming in June. Reduced for quick sale. $125,000. CAPT. JOHN, 15 First St., Waterford, Ct 06385; 203-443-7259. Make offer.

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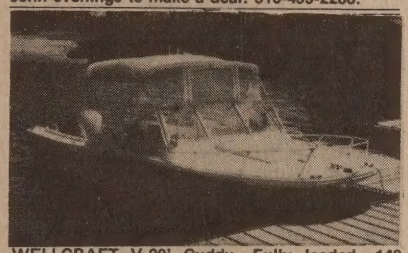

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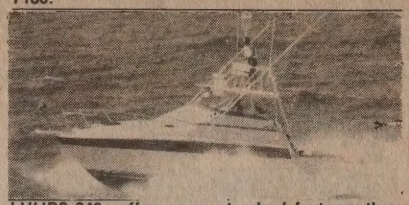

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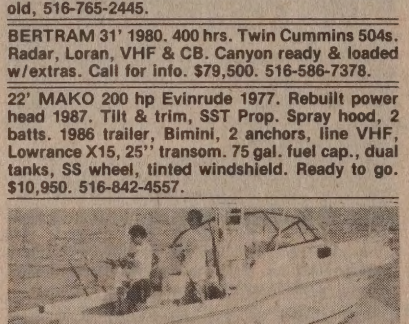

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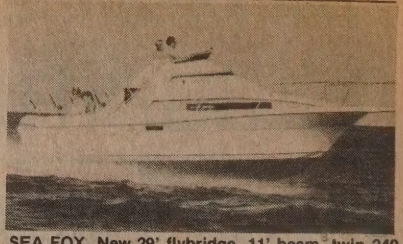

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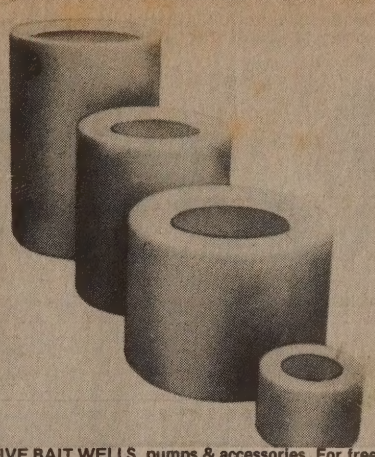

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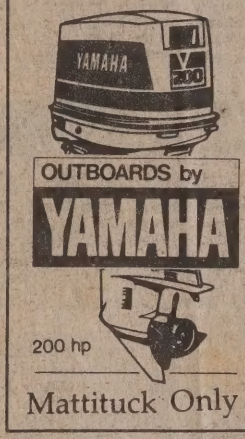

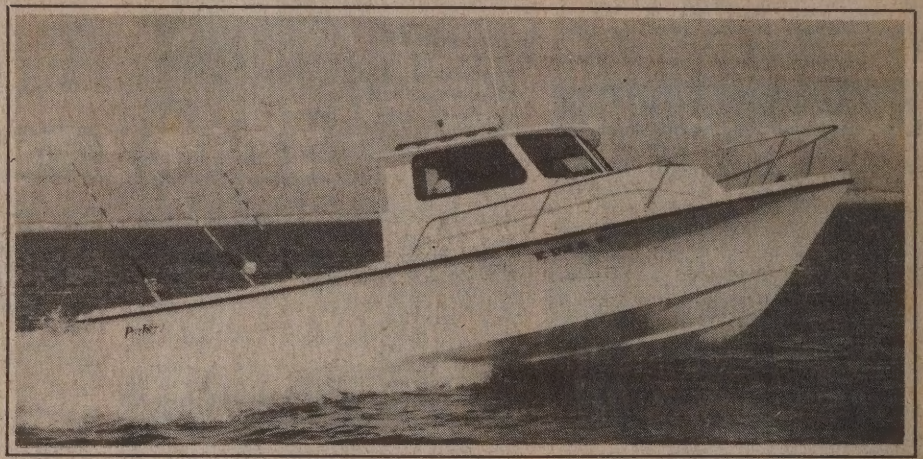

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